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Hinchingbrooke Hospital Redevelopment

EIA Scoping Report

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1. Introduction

1.1 Project Background

1.1.1 In October 2025, North West Anglia Foundation Trust ("the **Applicant**") obtained an EIA Scoping Opinion from Huntingdonshire District Council ("**HDC**") (hereafter the "**2025 EIA Scoping Opinion**") for the redevelopment of Hinchingbrooke Hospital. The 2025 EIA Scoping Opinion was adopted based on information contained within an EIA Scoping Report prepared by WSP (dated August 2025) (hereafter the "**2025 EIA Scoping Report**"). The 2025 EIA Scoping Report and 2025 EIA Scoping Opinion are presented within **Appendix C – 2025 EIA Scoping Report** and **Appendix D – 2025 EIA Scoping Opinion** respectively.

1.1.2 As a result of further design refinement of the redevelopment proposals, a number of material changes are required to the Proposed Development as set out in the 2025 EIA Scoping Report and EIA Scoping Opinion ("**Original Proposed Development**"). These changes to the Original Proposed Development (summarised in **Section 1.3** below and described in more detail in **Section 2.3** and **Section 2.4** below) have led to the need for this EIA Scoping Report being prepared and shared with HDC. The purpose of this EIA Scoping Report is set out in more detail in **Section 1.2** below.

1.2 Purpose of this EIA Scoping Report

1.2.1 This EIA Scoping Report has been prepared in support of a request for a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The report has been prepared having regard to the requirements of Schedule 4A and provides information on the Revised Proposed Development (as described in **Section 1.3** and **Section 2** below) and its likely significant environmental effects to inform HDC's Scoping Opinion.

1.2.2 The purpose of this EIA Scoping Report is to provide further information about the changes to the Original Proposed Development and to seek a Scoping Opinion from HDC in relation to the Revised Proposed Development, taking account of the evolution of the scheme since the adoption of the 2025 EIA Scoping Opinion, to inform the preparation of the Environmental Statement (ES) which will accompany the application for planning permission for the Revised Proposed Development (as described in **Section 1.3** below).

1.2.3 For each of the environmental topics included within this EIA Scoping Report, a proportionate review has been undertaken by the professional team topic specialists, reviewing each topic against the Original Proposed Development as updated by the Revised Proposed Development proposals, and for each topic the review has identified whether for the Revised Proposed Development:

- The original scoping conclusions remain valid (i.e. no change);
- The scope requires a minor update or clarification (i.e. new or different effects); or

- A topic that was scoped out now needs to be scoped back in (i.e. new or different effects which are likely to be significant).

1.2.4 The 2025 EIA Scoping Report is provided in **Appendix C – 2025 EIA Scoping Report** and contains the detailed scope for each environmental topic, including the matters identified as scoped in and scoped out of the ES.

1.2.5 Specific commentary is provided in this EIA Scoping Report only where the approach proposed for the ES differs from that set out in the 2025 EIA Scoping Report.

1.2.6 Where this is the case, further information is provided in **Table A-1** in **Review of Scoping Position**, which includes a brief overview of each technical disciplines' findings along with an explanation of why the original scoping conclusions remain valid or not.

1.3 Summary of Changes

1.3.1 The key changes to the Original Proposed Development include:

- The addition of an area of land (referred to as "**Views Common**") to the northeast of the existing Site (referred to as the 2025 Scoping Boundary) for temporary use as a contractor's compound for the duration of construction which may be up to 8 years (subject to securing the necessary lease with the Freeholder);
- The existing staff car park in the northwest of the Site (the "**Northern Car Park**") will now remain as existing (i.e. surface car parking) with potential for addition of solar photovoltaic (PV) canopies, subject to further optioneering (rather than being redeveloped as a multi-story car park as previously proposed);
- The omission of a lower ground floor in the new hospital building;
- The resultant addition of an energy centre located north of the main hospital building outside of the principal footprint of the new hospital building and partially within the tree belt to the northeast of the main hospital building;
- The ambulance deck being moved to the southeast side of the main hospital building;
- The subsequent revision of the Site Boundary, taking into account these changes (refer to **Figure 2-2** below).

1.3.2 The above list is a high-level summary. Further details on the key changes to the Site and overall design of the Original Proposed Development are provided in **Section 2.3** and **Section 2.4** of this EIA Scoping Report.

1.3.3 It is acknowledged that the Constabulary Land surface car parking in the southeast of the Site, and the Main Intake Substation (which were included in the Original Proposed Development and acknowledged in the 2025 EIA Scoping Opinion) will now be progressed through separate planning applications but remain within the Revised Proposed Development boundary - please see **Section 3** and **Section 4** below for further details.

1.3.4 The Applicant intends to prepare and submit an application for outline planning permission (with all matters reserved except access) for the "**Revised Proposed Development**" comprising:

- Development of new hospital buildings (including ancillary energy centre, servicing and administration facilities, waste compound and other ancillary structures) with associated plant, utilities infrastructure, access roads and footpaths, surface car parking, cycle parking, hard and soft landscaping, drainage (including sustainable drainage measures) and other associated works including new access from Views Common Road and junction improvement works to Hinchingbrooke Park Road;
- Phased demolition of existing hospital buildings and ancillary facilities and removal of Tree Protection Order (TPO) trees; and
- Erection of temporary contractors' compound on Views Common for the duration of construction, together with associated site welfare buildings and offices, contractor and overspill car parking, materials storage areas, hardstanding, service roads and junction access improvements to Views Common Road; temporary vehicle and pedestrian links to the main hospital site and reinstatement of Views Common upon completion of construction works.

1.4 Planning Approach

1.4.1 Planning permission is being sought for enabling works (referred to as the "**Enabling Works packages**") which will facilitate the phased construction of the Revised Proposed Development, in several preceding applications. **Table 1-1** describes each Enabling Works package and the status of the associated planning application.

Table 1-1 – Enabling Works packages

Enabling Works package	Development Overview	Date of Submission	Date Granted
Zedpods staff accommodation relocation	Demolition of the existing 2-storey former nursery building and ancillary staff accommodation buildings, relocation of the existing 2-storey modular building and erection of an additional 4-storey modular building. **Ref. 25/01391/FUL.**	July 2025	October 2025
Demolition of former staff accommodation blocks (Alexandra House and St. Nicholas House)	Demolition of 2 former staff accommodation blocks – Alexandra House and St. Nicholas House. **Ref. 25/02185/DEMDET.**	November 2025	December 2025

Enabling Works package	Development Overview	Date of Submission	Date Granted
Service Wing demolition and associated works	Partial demolition of single storey service wing building, making good of northeastern elevation, alterations to elevations for ramps and loading dock, new road layout and hard standing to provide surface car parking and erection of new waste compound. **Ref. 25/02437/FUL.**	December 2025	Decision Pending
Temporary Car Park on the former staff accommodation blocks (the "**Temporary Car Park"**)	Setting out of hard-standing and associated works, to include alterations to kerb lines, drainage and tree removal, for use as temporary hospital car parking for a period until 1 March 2029. **Ref. 26/00627/FUL.**	March 2026	August 2026
Constabulary Land (shown hatched red in **Figure 2-1** below)	Formation of a new vehicular access from Views Common Road; provision of surface car parking; installation of ground source heat pump array; removal of existing trees; provision of cycle parking; creation of a pedestrian link and footpaths; landscaping and areas of open space; and all associated infrastructure, including drainage swale and ancillary works. **Constabulary Land Application referred to in Section 3 below - Ref. TBC**	Estimated Q4 2026	Not Yet Submitted
Main Intake Substation	Installation of 2no. transformers and associated infrastructure, erection of single storey 250 sqm switch room building, security fence and CCTV **Main Intake Substation Application referred to in Section 4 below -** **Ref. TBC**	Estimated Q4 2026	Not Yet Submitted

1.4.2 The planning strategy remains focused on securing planning permission for the necessary Enabling Works packages in order to maintain the overall programme for delivery of the new hospital, whilst ensuring that the Revised Proposed Development is supported by a comprehensive Environmental Statement and robust technical evidence base.

1.4.3 The ongoing positive engagement with HDC, statutory consultees and wider stakeholders has provided a high degree of confidence that the emerging proposals are progressing in accordance with planning policy and that the planning programme remains aligned with the wider project delivery timetable.

1.4.4 The footprint and scale of the Revised Proposed Development are relatively fixed at this stage. The maximum proposed building height has been reduced marginally from initial proposals consulted upon with HDC at pre-application stage and as presented in the 2025 EIA Scoping Report. For the existing hospital to remain operational whilst the Revised Proposed Development is being constructed, taller buildings on the southeastern corner of the Site are required, which will be visible beyond the Site boundaries; this requirement is acknowledged by HDC. This position has not altered from the original scoping consultation in 2025.

1.4.5 Further work is being undertaken to minimise the impact of supporting infrastructure and construction logistics on the existing arboricultural assets on Site.

1.4.6 The planning application for the Revised Proposed Development will be submitted with a comprehensive ES. This will include an assessment of cumulative effects, which will consider any potential cumulative effects of all committed development including that proposed on the Constabulary Land, along with the other applicable Enabling Works packages listed in **Table 1-1** above.

2. The Proposed Development

2.1.1 This section of the EIA Scoping Report provides detail on the changes to the Site and Original Proposed Development since the 2025 Scoping Report was prepared (refer to **Appendix C – 2025 EIA Scoping Report**). This remains accurate as of the date of issue of this EIA Scoping Report.

2.2 Scale and Extent of the 2025 Scoping Boundary

2.2.1 The 2025 EIA Scoping Report and 2025 EIA Scoping Opinion were based on the red line boundary shown in **Figure 2-1** below (hereafter the "**2025 Scoping Boundary**").

2.2.2 The 2025 Scoping Boundary included the main Hinchingbrooke Hospital grounds (herein referred to as the "**Main Hospital Site**") and the hatched area adjacent to the southeast (herein referred to as the "**Constabulary Land**").



Figure 2-1 – 2025 Scoping Boundary

2.3 Summary of Design Changes and Amendments to the Site Boundary

Amendments to the Site Boundary

2.3.1 Since the 2025 Scoping Report was issued, there have been several material design changes and amendments made to the Site Boundary. This includes the omission of some areas that were previously included (refer to **Table 2-1**) and the inclusion of additional areas that were not previously included within the 2025 Scoping Boundary (refer to **Table 2-2**). Material design changes are listed in **Section 2.3** below. Areas omitted and added to the Site are also shown on Figure 1 in **Appendix B – Figures**.

Table 2-1 – Areas omitted from the Site Boundary

Name	Location	Reason
Zedpods	Northwest of existing Site	The Zedpods area is now omitted as it is subject to a separate, and now implemented, planning permission.
Tree belt to northwest of the visitor's car park	North of existing Site	No development is proposed in this area. Furthermore, it overlaps with the site boundary for the Zedpods planning application.

Table 2-2 – Additional areas included in the Site Boundary

Name	Location	Reason
Views Common	Northeast of existing Site	Subject to securing the necessary lease with the Freeholder, Views Common will provide a contractors' compound and associated materials storage, welfare, and contractor parking associated with the construction of the Revised Proposed Development.

Table 2-3 – Areas included in the Site Boundary but not considered in the EIA

Name	Location	Reason
Constabulary Land	Southeast of existing Site	The Constabulary Land surface car parking will now be progressed through a separate planning application. Whilst the Constabulary Land remains within the Site Boundary, it has been scoped out of the ES for the Revised Proposed Development - please see **Section 3** and **Table A-2 in Appendix A** for further details. It will be assessed within the Cumulative Effects Assessment.
Main Intake Substation	Northwest of existing Site	The Main Intake Substation will now be progressed through a separate planning application. Please see **Section 4** and **Table A-3 in Appendix A** for further details. It will be assessed within the Cumulative Effects Assessment.

Design Changes

2.3.2 A summary of the material design changes to the Original Proposed Development since the 2025 Scoping Report is provided below.

- The addition of a temporary contractors' compound on Views Common (north east of the existing site) for up to 8 years (subject to securing the necessary lease with the Freeholder). This will include temporary modular office accommodation, welfare facilities, materials set down and storage and surface car parking for contractors and overspill parking for hospital staff if required, a new temporary pedestrian access from the north of the car park, and a new vehicular access road to facilitate access for construction plant and materials delivery to the construction site through the tree belt for the duration of construction, a new temporary internal road on Views Common linked to the existing junction with Views Common Road, with associated works to junctions as required. Drainage infrastructure will be installed to the north of Views Common, details of which are subject to further design refinement. Views Common will be reinstated upon completion of construction works
- The Northern Car Park will now remain as existing (i.e. surface car parking) with potential for addition of solar photovoltaic (PV) canopies, subject to further optioneering (rather than being redeveloped as a multi-story car park as previously proposed).
- The ambulance deck has now moved to the southeast side of the main hospital building and extends partially into the existing tree belt to the southeast of the Site.
- Removal of the People Hub building. Instead, the MARS block will be retained and will now become the People Hub.
- The omission of a lower ground floor from the main hospital building.
- The resultant addition of an energy centre outside of the built footprint of the main hospital to the northeast of the main hospital building, partially within the existing tree belt and with associated service runs requiring some tree clearance. A service zone clearance (up to 11.5m) will also be required within soft landscape offset from the back of the ramp to the ambulance deck.
- An Estates and Facilities Management (EFM) Hub which includes a waste compound and Facilities Management (FM) yard will be constructed either to the south of the PFI Treatment Centre or it will be incorporated into the Energy Centre. This is subject to further design refinement.
- A series of load centres will be positioned in various locations around the Site which are generally one storey high, apart from the one located near the Theatre block which will be two storeys.
- Removal of a Great Crested Newt (GCN) pond to the northeast of the PFI Treatment Centre is required to facilitate a rear access road to the main hospital building. The impacts associated with the loss of the pond will be compensated through the Natural England District Level Licensing Scheme. The required compensatory habitat will be

provided off-site within strategically identified receptor areas and will not be delivered within the Site.

- Reprovisioning of existing below ground drainage attenuation tank which is currently located adjacent to the Theatre Block.
- Provision for a new main Vacuum Insulated Evaporator (VIE) compound (Medical Oxygen) along with relocating the existing VIE (as a secondary backup) across the service road.

2.4 Revised Scoping Boundary

2.4.1 **Figure 2-2** below shows the Site extents that this EIA Scoping Report is based on (hereafter the "**Site Boundary**") which reflects the amendments listed above. This is also shown in Figure 2 in **Appendix B – Figures**.



Figure 2-2 – Site Boundary

3. The Constabulary Land

3.1.1 The Constabulary Land will consist of the formation of a new vehicular access from Views Common Road; provision of surface car parking; installation of a ground source heat pump (GSHP) array; removal of existing trees; creation of a pedestrian link and footpaths; landscaping and areas of open space; and all associated infrastructure, including drainage swale, lighting and ancillary works (the "**Constabulary Land Application**").

3.1.2 The Constabulary Land Application will provide a total of 682 new car parking spaces on the Constabulary Land. These are to be delivered as part of a Car Parking Strategy for the wider Hospital site which aims to ensure that the car parking needs of patients, staff, visitors and contractors can be met during the carrying out of the Enabling Works packages, and construction of new (replacement) hospital buildings (Revised Proposed Development), and beyond.

3.1.3 The car parking spaces on the Constabulary Land must therefore be available in advance of the commencement of those elements of the Revised Proposed Development that would result in the temporary loss of existing on-site parking capacity. This would avoid a significant shortfall in car parking spaces during these phases, allowing the Hospital to remain operational throughout with the existing level of on-Site car parking maintained during each phase.

3.1.4 As such, planning consent for the Constabulary Land Application is required imminently, in advance of submission of the planning application for the Revised Proposed Development, so that the Applicant can complete the acquisition of the Constabulary Land and carry out the necessary works to create the new car park before the Revised Proposed Development commences in Q4 2028.

3.1.5 Whilst the Constabulary Land Application involves creating new car parking spaces, this is not anticipated to materially increase trips once it is operational, given that there is predicted to be a net loss in parking spaces across the wider hospital site. The enabling works proposed to be brought forward on the Constabulary Land are necessary to maintain continuity of service for the wider hospital site and its continued operation.

3.1.6 **Table A-2** in **Appendix A – Review of Scoping Position** of this EIA Scoping Report outlines whether each environmental topic considers it necessary to undertake further assessment of the Constabulary Land and concludes that the Constabulary Land does not trigger any significant effects, therefore it is scoped out of the EIA and is will only be included in the ES as a committed development within the Cumulative Effects Assessment.

4. The Main Intake Substation

4.1.1 The existing hospital is connected to the neighbourhood power grid. Securing an autonomous power electricity supply is a key priority for both existing and new hospital development. A new main intake substation is required to facilitate this connection (the "**Main Intake Substation**"). The Main Intake Substation would comprise 2 no. transformers, associated below ground chambers and cabling and a switchroom of approximately 250 sqm within a secure fenced compound of 30m x 30m. This development would typically be delivered under Permitted Development Rights for Statutory Undertakers and the Hospital; however, in view of the potential link to the main hospital development, a discrete planning application will be submitted for this development.

4.1.2 The Main Intake Substation will be located on the existing visitor car park hardstanding in the north of the Site and will not result in the loss of any existing trees or habitat; it is single storey in scale and below the planning threshold of being considered a major development and is over 100m from the nearest residential neighbour. The car parking that will be lost to facilitate this development is to be addressed by the Temporary Car Park in the interim and the Constabulary Land in the long term.

4.1.3 Provision has been made for a new independent high voltage supply to be connected to the hospital site with cabling to the site being provided by Statutory Undertaker in the form of either a District Network Operator (DNO) or Independent District Network Operator (IDNO).

4.1.4 The new electricity connection is being delivered to the Site by a third-party Statutory Undertaker. The necessary planning approvals for the substation therefore need to be secured separately to enable the substation to be delivered and available when the new electricity connection reaches the Site, irrespective of the wider programme for delivery of the Revised Proposed Development.

4.1.5 The Main Intake Substation is scoped out of the EIA given that it is being taken forward as a separate planning application. However, the Main Intake Substation will be considered in the ES as a committed development within the Cumulative Effects Assessment to ensure that any cumulative effects are accounted for.

4.1.6 **Table A-3** in **Appendix A – Review of Scoping Position** of this EIA Scoping Report outlines whether each environmental topic considers it necessary to undertake further assessment of the Main Intake Substation. Where the potential for effects has been identified, it is assumed that this would be assessed through the planning process for the separate planning application, if required.

5. EIA Scoping Update

5.1 Scoping Table

5.1.1 The 2025 EIA Scoping Report, provided in **Appendix C – 2025 EIA Scoping Report**, sets out the proposed scope and methodology for the assessment of each technical discipline, including the likely significant effects to be considered in the EIA.

5.1.2 **Table A-1** within **Appendix A – Review of Scoping Position** provides an update to that original scoping exercise. For each technical discipline, it considers the changes to the Original Proposed Development and identifies whether those changes have any implications for, or require amendment to, the scope or methodology established in the 2025 EIA Scoping Report.

6. Summary

6.1 Summary of Updated Scoping Position

Scoping conclusions

6.1.1 The preceding sections of this EIA Scoping Report have provided an overview of the design evolution and key project updates since the submission of the 2025 EIA Scoping Report.

6.1.2 The proposed EIA scope has been revisited to confirm whether the original scoping conclusions presented in the 2025 EIA Scoping Report (refer to **Appendix C – 2025 EIA Scoping Report**) remain appropriate in light of these design changes. This review is provided in **Table A-1** within **Appendix A – Review of Scoping Position** and is summarised below.

6.1.3 The review has identified that Archaeology should now be scoped into the ES and will be assessed alongside built heritage factors. This is due to previous appraisal work identifying surviving ridge and furrow earthworks and the potential for unknown archaeological remains within Views Common; within this area, archaeological survival is expected to be high.

6.1.4 For the remaining environmental topics, the original conclusions set out in the 2025 Scoping Report (i.e. whether topics are scoped into or out of the ES) remain unchanged.

6.1.5 **Table 6-1** below provides a comparative summary of the 2025 EIA Scoping Opinion and the updated scoping position presented in this EIA Scoping Report, identifying whether each topic is scoped in or scoped out.

Table 6-1 – Topics scoped in or out of the ES

Topic	2025 EIA Scoping Opinion		2026 EIA Scoping Report	
	Scope In	Scope Out	Scope In	Scope Out
Air Quality	✓		✓	
Biodiversity	✓		✓	
Greenhouse Gas Emissions	✓		✓	
Ground and Contamination	✓		✓	

Topic	2025 EIA Scoping Opinion		2026 EIA Scoping Report	
	Scope In	Scope Out	Scope In	Scope Out
Historic Environment - Archaeology		✓	✓	
Historic Environment - Built Heritage	✓		✓	
Landscape and Visual	✓		✓	
Materials and Waste	✓		✓	
Noise and Vibration	✓		✓	
Socio Economics and Human Health	✓		✓	
Transport and Access	✓		✓	
Cumulative Effects	✓		✓	
Climate		✓		✓
Arboriculture		✓		✓
Daylight, Sunlight and Overshadowing		✓		✓
Wind Microclimate		✓		✓
Major Accidents and Disasters		✓		✓
Water		✓		✓

Other updates to the assessment scope

6.1.6 For the topics listed below we have identified refinements to the proposed assessment scope, methodology, study area, or baseline information. These updates do not alter the overall scoping conclusions but are presented in this EIA Scoping Report to ensure that the proposed EIA scope remains proportionate, robust and aligned with the design of the Revised Proposed Development.

6.1.7 Those topics are:

- Air Quality;
- Biodiversity;
- Ground and Contamination;
- Historic Environment;
- Noise and Vibration;
- Socio Economics and Human Health;
- Transport and Access;
- Cumulative Effects;
- Arboriculture;
- Daylight, Sunlight and Overshadowing; and
- Wind Microclimate.

6.1.8 The refinements to the proposed assessment scope for the topics listed above are presented in detail in **Table A-1** in **Appendix A – Review of Scoping Position**.

The Constabulary Land and Main Intake Substation

6.1.9 An appraisal (presented within **Table A-2** and **Table A-3** in **Appendix A – Review of Scoping Position**) has demonstrated that no further assessment of the Constabulary Land or Main Intake Substation is required within the ES for the Revised Proposed Development, given that they are being brought forward through separate planning applications.

6.1.10 The separate planning applications for the Constabulary Land and the Main Intake Substation will assess the environmental effects of that development in its own right through the supporting planning application documents.

6.1.11 The Constabulary Land and Main Intake Substation will also be considered cumulatively within the ES for the Revised Proposed Development. This approach ensures that any potential cumulative effects between these schemes and the Revised Proposed Development are appropriately assessed within the ES, whilst avoiding unnecessary duplication of assessment between the separate planning applications. Therefore, it is considered that no further assessment of the Constabulary Land and Main Intake Substation, other than as committed developments, is required within the ES for the Revised Proposed Development.

6.2 Assumptions and Limitations

- This EIA Scoping Report has been prepared to identify changes to the proposed EIA scope arising from design evolution since submission of the 2025 EIA Scoping Report and should be read in conjunction with the 2025 EIA Scoping Report. It does not supersede the conclusions of the 2025 EIA Scoping Report except where explicitly stated;
- Topic-specific assumptions and limitations are set out within the 2025 EIA Scoping Report remain applicable unless otherwise stated within this EIA Scoping Report;
- The conclusions presented within this EIA Scoping Report are based on the information available at the time of preparation. Should the design, Site Boundary, construction methodology, programme, or environmental baseline materially change, further review of the proposed scope of assessment may be required;
- This EIA Scoping Report does not present a detailed assessment of environmental effects. Such assessments will be undertaken and reported within the ES itself;
- It is assumed that the Revised Proposed Development will continue to be refined through the detailed design process and the ES will be based on the design parameters available at the time of assessment;
- Any topic-specific survey requirements, assessment methodologies, study areas and mitigation measures will be confirmed through the ongoing EIA process and reported within the ES;
- The Constabulary Land and Main Intake Substation will be progressed through separate planning applications and will not be assessed within the ES other than as committed developments within the Cumulative Effects Assessment; and
- The list of committed developments considered within the Cumulative Effects Assessment (CEA) will be reviewed and updated at the ES stage based on the most current planning information available. This list will be shared with HDC to provide the opportunity for comment.

Appendix A

Review of Scoping Position

Appendix A – Review of Scoping Position

Table A-1 – Appendix A – Review of Scoping Position

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
Air Quality	The design changes identified in this EIA Scoping Report have the potential to influence air quality effects during both the construction and operational phases. Temporary construction activities and associated vehicle movements associated with Views Common may affect emissions of dust, particulate matter and road traffic pollutants during the construction phase. Consultation responses have also identified the Cambridgeshire Constabulary Headquarters, located to the east of the site, as a receptor with potentially sensitive operational activities and equipment. However, during operation, the design changes would not increase the overall number of parking spaces across the wider Hinchingbrooke Hospital site relative to the existing baseline, nor would they substantially increase trip generation. As a result, a material change in operational road traffic emissions is not anticipated. The proposed Energy Centre includes diesel generators, which would introduce a		✓	The inclusion of additional temporary construction-phase activities does not alter the scope of the Air Quality assessment in relation to construction effects. Road traffic emissions, together with fugitive emissions of dust and particulate matter arising from construction activities, remain scoped into the ES. The assessment will consider whether the Cambridgeshire Constabulary Headquarters should be included as a receptor within the construction dust assessment, taking account of the nature of activities, equipment and operational requirements. The updated car parking strategy indicates that the overall parking provision across the Hinchingbrooke Hospital site would not materially exceed the existing baseline. As such, operational road traffic emissions are no longer anticipated to give rise to likely significant effects and can be scoped out of the Air Quality ES Chapter. The 2025 EIA Scoping Report scoped emissions from energy plant out of further assessment. However, the inclusion of a new energy centre incorporating diesel generators introduces a new

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	new operational emissions source with the potential to affect local air quality at nearby sensitive receptors.			operational emissions source with the potential to affect local air quality. An assessment of emissions to air from the energy centre is therefore proposed to be scoped into the Air Quality ES Chapter.
Biodiversity	The inclusion of Views Common within the Revised Proposed Development introduces a significant additional area of land comprising grazing pasture. This grassland habitat is of relatively low ecological importance and following the temporary works (estimated to be up to 8 years in duration), should be simple to replicate in the long term. However, the latest design iterations (which include the Energy Centre) require further direct and indirect impacts to the woodland belt that separates the Main Hospital Site from Views Common; this is a long-established linear feature with frequent examples of mature trees throughout. Losses of this habitat will incur a very high replacement ratio and / or unit cost within Biodiversity Net Gain (BNG).		✓	The addition of Views Common and associated woodland impacts will require further assessment of roosting and commuting bats, breeding birds, and badgers amongst other receptors. The scope of additional survey work will be confirmed by the Preliminary Ecological Assessment (PEA). Therefore, the scope of the ES chapter for Biodiversity requires updating to include the Views Common survey findings.
Greenhouse Gas Emissions	The inclusion of additional development components (such as Views Common, the Energy Centre, and EFM Hub) would result in changes to the GHG emissions profile of the Original Proposed Development through additional construction activities,	✓		The GHG assessment methodology presented within the 2025 EIA Scoping Report considered the likely significant effects associated with the construction, operation and decommissioning phases of the Original Proposed Development and

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	material requirements and operational energy demands.			identified the lifecycle stages to be scoped in and out of the assessment. The addition of Views Common, the Energy Centre, EFM Hub and other design changes within the Site Boundary does not alter the assessment methodology, study boundaries, or the lifecycle stages previously scoped in for the assessment. The GHG emissions associated with the Revised Proposed Development, inclusive of the design changes/additions, will be quantified within the ES Chapter. The approach to the GHG assessment and the conclusions of the 2025 EIA Scoping Report therefore remain valid. Whilst no updates to the scoping approach are required for the identified design changes, an inconsistency was observed regarding the lifecycle stages scoped in and scoped out within the 2025 EIA Scoping Report and the 2025 EIA Scoping Opinion. Land-use change related emissions have been scoped out within the 2025 EIA Scoping Report (in **Table 7-4**), whereas, they have been included in the Scoping Opinion in Section 7, Page 14. Land use, land use change and forestry (LULUCF) emissions associated with the construction stage (A5) will not be included in Environmental Statement as the Revised Proposed Development is located predominantly on previously developed (brownfield) land. In such cases, the removal of vegetation results in limited losses of stored

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
				carbon and minimal changes to long-term carbon sequestration potential. Furthermore, current whole-life carbon and Environmental Impact Assessment guidance generally focuses on material sources of emissions, and land-use change emissions are typically only quantified where substantial vegetation clearance, woodland removal, peatland disturbance, or conversion of natural habitats is proposed. As the Revised Proposed Development is situated predominantly on previously developed land any emissions arising from land-use change are expected to be very small in comparison with other construction and operational emission sources and are therefore not considered material to the overall carbon assessment and hence are proposed to be scoped out.
Ground and Contamination	Views Common, which is considered as a temporary land take, has not undergone previous development and is not expected to introduce new significant sources of contamination to the Site. Therefore, significant effects are considered unlikely in relation to human health and controlled waters once the Revised Proposed Development is completed and operational. However, as Views Common has not been subjected to previous assessment or site investigation, the presence of		✓	The addition of Views Common is not anticipated to change the scope of the ES with regards to the Ground Conditions and Contamination ES chapter. However, in the absence of existing assessment or ground investigation data on Views Common, it is proposed to increase the scope to include a Preliminary Risk Assessment (PRA) desk study of Views Common. The Views Common PRA would be presented as a technical appendix to the Ground Conditions ES Chapter, along with the Main Hospital Site PRA[1] and the Main Hospital

[1] Preliminary Risk Assessment. Hinchingbrooke Hospital. WSP. August 2024. Ref. 70119931-PRA.

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	contamination cannot be entirely discounted.			Site Generic Quantitative Risk Assessment (GQRA)[2]. A Ground Investigation (GI) will be undertaken to inform the geotechnical assessment of the Views Common. As part of this investigation, contamination testing will also be carried out to assess existing ground conditions and potential contamination risks, and also to establish a baseline for comparison following the temporary use. The findings of the GI will also be included within the ES chapter should the report be completed prior to the ES production. A validation exercise will be undertaken at Views Common following the cessation of the proposed land use before being returned to its existing land use, in order to confirm that Site activities have not resulted in contamination of the underlying soils or groundwater and that ground conditions remain consistent with the established baseline. Views Common, along with the Main Hospital Site, will be subject to the same mitigation measures proposed within the Main Hospital Site GQRA. The mitigation measures listed within the 2025 EIA Scoping Report would also be applicable to Views Common.

[2] Generic Quantitative Risk Assessment. Hinchingbrooke Hospital. WSP. November 2025. Ref. HBH001-WSP-AA-XX-RP-GE-910002.

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
Historic Environment	Views Common is located entirely within Huntingdon Conservation Area and comprises undeveloped land which retains an open historic character associated with former common land, the historic Hinchingbrooke Estate and surviving medieval ridge and furrow (HER ref: MCB23695; MCB10492 and MCB10496). The proposed temporary construction compound, parking areas, temporary access routes, temporary lighting and infrastructure associated with Views Common have the potential to affect both buried archaeological remains and the character, appearance and setting of heritage assets. The significance of designated heritage assets located beyond the Site Boundary may be affected by proposals to develop Views Common, due to a change in their setting and how these assets are understood and appreciated. These assets include (but are not limited to): ▪ Earthwork on Mill Common scheduled monument (NHLE ref: 1004669), located 550m to the southeast; ▪ Grade I listed Hinchingbrooke House (NHLE ref: 1128649), located 500m to the south;		✓	Built heritage is already scoped into the ES and the inclusion of Views Common does not alter the requirement for assessment. However, the boundary change expands the heritage baseline and introduces additional cultural heritage considerations associated with Huntingdon Conservation Area and the historic landscape character of Views Common. The 2025 EIA Scoping Report scopes out archaeology due to the previous hospital development and its likely impact on archaeological survival. Whilst it was recognised there may be some impacts, from the Original Proposed Development within this area, this was considered unlikely to result in any 'significant' environmental effects and the intention was to report these effects within an Archaeological Desk Based Assessment (ADBA) as an appendix to the ES chapter. However, previous appraisal work has identified surviving ridge and furrow earthworks and the potential for unknown archaeological remains within Views Common. Within this area archaeological survival is expected to be high. Therefore, archaeology should be scoped into the ES for the Revised Proposed Development and assessed alongside built heritage effects within the ES Chapter. Views Common also has a direct physical relationship with Huntingdon Conservation Area. The built heritage scoping position remains

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	▪ Grade I listed Gatehouse and Walls at Hinchingbrooke House (NHLE ref: 1128651), 480m to the south; ▪ Grade II listed Gate Piers and Iron Gates at North End of Wall of Hinchingbrooke Park (NHLE ref: 1128654), 400m to the south; and ▪ Grade II listed Gates and Wall of Hinchingbrooke Park at Right of Main Entrance (NHLE ref: 1128653), 450m to the south.			substantively unchanged, although there are likely to be cumulative impacts alongside the development of the Constabulary Land open space. The assessment baseline should therefore be updated to reflect the inclusion of Views Common and any associated effects on the Conservation Area, historic landscape character and the setting of designated heritage assets.
Landscape and Visual	Changes to the Original Proposed Development highlighted within this report, mainly the spatial extension of the Original Proposed Development north into Views Common, may result in further impact for landscape and visual receptors. The majority of the proposed changes are, however, located within the boundary of the Original Proposed Development or are elements that will be removed and so are unlikely to have any further impact on landscape and visual receptors.	✓		Given the spread of viewpoints (VPs) and extent of mature tree vegetation surrounding Views Common, additional VPs are not considered to be required for the ES. Notably, the existing VPs 1, 3, 4, 12, 13, 14 and 17 are anticipated to incorporate any visual receptors with potential impacts (such as the Stukeley Meadows residential properties) as a result of the additional land at Views Common. Similarly, the landscape receptors LCA Central Claylands and Great Ouse Valley and TCAs CA3, CA 15, CA 19, CA20, CA21 already scoped in will cover any additional potential landscape impacts as a result of the extended Site Boundary. It is therefore deemed that the identified landscape and visual receptors scoped in as part of the original scoping report will appropriately capture the potential effects of Views Common and other

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
				design changes outlined in this EIA Scoping Report.
Materials and Waste	The design changes outlined in this EIA Scoping Report have the potential to influence the quantity and type of materials required, and the volume of waste generated, during the construction phase of the Revised Proposed Development, compared to the Original Proposed Development, particularly given the addition of Views Common.	✓		The original scope of the Materials and Waste ES chapter comprised an assessment of impacts arising from the consumption of materials and generation and disposal of waste across the Development Study Area during the construction phase. Impacts and effects associated with the temporary construction compound area, and other design changes will be incorporated into the Development Study Area, and assessed as part of the ES in accordance with the ISEP (formerly IEMA) Guide to Materials and Waste in Environmental Assessment. This is stated in Section 9.3 Study Area of the 2025 EIA Scoping Report, therefore the original scoping remains valid.
Noise and Vibration	The temporary use of Views Common as a contractor's compound and temporary car parking will bring sources of construction phase noise closer to residential receptors at Stukeley Meadows (on the other side of the A1307 to the northeast) increasing the potential for construction noise effects at these receptors. The proposed energy centre introduces an additional noise source from the diesel		✓	A baseline noise level survey has been undertaken on Views Common to establish representative baseline conditions for the closest residential receptors at Stukeley Meadows. The survey data will be used to inform an assessment of potential construction-phase noise effects associated with the Revised Proposed Development. The construction noise and vibration assessment will consider the potential for effects on the

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	generators associated with the building. This would therefore increase the potential for noise effects on the nearest receptors to the proposed location of the energy centre, at Stukeley Meadows, during the operational phase. Consultation has identified the Cambridgeshire Constabulary Headquarters and associated police and fire control room facilities to the east of the site as receptors with potentially specific operational noise sensitivity requirements during the construction phase. The existing Northern Car Park will remain as surface car parking; however, should the proposals for the installation of a canopy for solar PV panels go ahead, the potential for construction noise and vibration effects at the nearest receptors along Parkway increases.			Cambridgeshire Constabulary Headquarters and associated police and fire control room facilities arising from construction activities associated with the Revised Proposed Development. The noise sensitivity of this receptor will be determined based on a review of applicable standards and the detailed characteristics of these facilities, including floor levels, façade orientation, window arrangements and ventilation strategy. The existing Northern Car Park, which is being considered for the installation of PV panels, is approximately 30m from the nearest noise sensitive receptors along Parkway. Therefore, the construction noise and vibration assessment will need to consider vibration effects associated with potential piling activities during the installation of the canopy for the solar PV panels. The scope of the Noise and Vibration ES chapter therefore requires updating to incorporate these additional receptors, baseline data and assessment requirements
Socio Economics and Human Health	The design changes identified in this EIA Scoping Report would not change the likelihood of effects experienced as a result of new employment opportunities. These changes are also unlikely to alter existing effects on health determinants (economy and employment and access to services). Both the Public Right of Way (PROW) 133/11 (located along the northeast boundary of Views Common) and the		✓	Both construction and operational employment generation, and effects on health determinants, would remain scoped in. The methodology for these aspects would remain the same as in the 2025 EIA Scoping Report. It is currently unconfirmed if access to the existing non-designated footpath and PROW 133/11 on Views Common will be retained, therefore it is required to scope these into the ES. The assessment will consider the role of these routes

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	existing non-designated permissive footpath on Views Common, which is used frequently by hospital staff, police staff and members of the public, could be impacted during construction and operation; details of mitigation measures during the construction phase are not currently available to confirm how access would be maintained throughout construction and operation, although it is understood that there is potential for pedestrians and cyclists to utilise the existing Non-Motorised User (NMU) route to the east of Views Common. There may also be effects on human health as a result of changes to air quality, landscape/townscape and tranquillity, noise and traffic and transport.			in providing connectivity for staff and visitors and any potential effects arising from changes to access arrangements. Any effects on human health as a result of changes to air quality, landscape/townscape and tranquillity, noise and traffic and transport would be considered in the relevant topic chapters, therefore they would remain scoped out of the Socio Economics ES chapter.
Transport and Access	As part of the addition of Views Common, a new vehicular and pedestrian link must be provided, which would impact the access options to the Site during the construction phase.		✓	Whilst Views Common is within the study area considered in the 2025 EIA Scoping Report, an update is required to the original scoping position, as an additional vehicular access point and pedestrian link would be created (during the construction period) to the northeast of the Site. These temporary access points would need to be included within the ES, so that the impact of their creation upon sensitive receptors can be understood.

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
Cumulative Effects	The design changes have the potential to alter the scale, timing and geographic distribution of environmental effects associated with the Revised Proposed Development compared to the Original Proposed Development and may therefore influence the potential for cumulative effects with other committed developments. Given the extension of the Site Boundary, this may bring additional committed developments within the 2km study area.		✓	The overall approach and methodology for the Cumulative Effects ES chapter remains unchanged from that presented in the 2025 EIA Scoping Report. The assessment will continue to consider the potential cumulative effects of the Revised Proposed Development in combination with the other committed developments identified in accordance with the methodology set out in the 2025 EIA Scoping Report. However, the list of committed developments has been updated to include the Constabulary Land and Main Intake Substation, and to reflect the extension of the Site Boundary to include Views Common, therefore widening the 2km study area. The revised shortlist of committed developments is provided in **Table A-1a** below. The longlist will be provided in the ES, together with the rationale for screening out those developments not taken forward for assessment.
Climate	The Original Proposed Development has evolved since preparation of the 2025 EIA Scoping Report to include additional construction-phase components, such as Views Common, and operational-phase components, such as the Energy Centre and EFM Hub.	✓		A Climate Risk and Resilience Report Vulnerability Assessment ('CCRA Vulnerability Assessment') was presented in the 2025 EIA Scoping Report. The inclusion of Views Common does not introduce any new permanent operational receptors and would principally result in a temporary extension of construction-phase activities. Therefore, the original scoping remains valid and construction phase climate hazard and receptor combinations remain scoped out of further impact assessment.

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
				The CCRA Vulnerability Assessment identified a number of climate hazards with moderate (or higher) vulnerability for the New Hospital Buildings receptor, for which a Climate Change Risk Assessment is proposed as part of the ES. The additional operational development components (i.e. the Energy Centre and EFM Hub) form part of this existing receptor definition, therefore the proposed scope for the Climate Change Risk Assessment remains unchanged.
Arboriculture	With the addition of Views Common, new vehicular and pedestrian links are proposed within the tree belt separating Views Common and the Main Hospital Site. This is likely to require tree removal. An Energy Centre is also now proposed within this tree belt, which would also require the removal of trees.		✓	The 2025 EIA Scoping Report stated that an Arboricultural Impact Assessment (AIA) would be prepared to inform the ES and submitted as a standalone document to the Proposed Development application. An AIA is still proposed and therefore there is no change to the overall approach determined in the 2025 EIA Scoping Report. However, the scope of the AIA has increased to include the potential arboricultural impacts associated with Views Common (particularly the proposed temporary vehicular and pedestrian access routes through the tree belt) and the Energy Centre.
Daylight, Sunlight and Overshadowing	The addition of Views Common and other design changes bring additional elements into the massing of the Revised Proposed Development which require consideration for any potential daylight and sunlight impacts. Given the extended Site Boundary, these changes may impact additional residential receptors at Stukeley Meadows,		✓	As per the 2025 EIA Scoping Report, Daylight, Sunlight and Overshadowing (DSO) would be included as a standalone assessment and would not form part of the ES. Whilst the DSO assessment methodology would largely remain unchanged, the proposed temporary buildings on Views Common would be incorporated into the DSO assessment. Given

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	on the other side of the A1307 to the northeast. The Northern Car Park in the northwest of the Site has been identified as a potential location for the siting of a PV array upon canopies, which could result in the risk of glint and glare effects on sensitive receptors, specifically the residential receptors opposite the Site.			their scale and the period for which they may remain in place, the buildings have the potential to result in localised daylight, sunlight and/or overshadowing effects which, if not assessed, would otherwise remain unassessed. The assessment would therefore consider potential effects associated with the temporary use of Views Common, including effects on nearby residential properties on the north-eastern edge of Stukeley Meadows. Following removal of the temporary buildings and reinstatement of Views Common, the assessment could be updated, if required, to consider any residual effects associated with the reinstated site. The risk of glint and glare may need to be assessed depending on the final location, layout and design of the PV panels. Once the design of the proposed PV array is sufficiently developed, this will be reviewed to identify the requirement for a detailed glint and glare assessment and identify any mitigation measures, if necessary.
Wind Microclimate	The addition of Views Common and other design changes brings additional elements into the massing of the Revised Proposed Development which require consideration for any potential wind microclimate impacts. This would include the proposed temporary structures associated with Views Common and the additional residential receptors at		✓	As per the 2025 EIA Scoping Report, Wind Microclimate would be included as a standalone assessment and would not form part of the ES. Whilst the Wind Microclimate assessment methodology would largely remain unchanged, the proposed temporary buildings on Views Common would be incorporated into the wind model. Given their scale and the period for which they may

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	Stukeley Meadows (on the other side of the A1307 to the northeast).			remain in place, the buildings have the potential to result in localised changes to the wind microclimate which, if not included within the model, would otherwise remain unassessed. The assessment would therefore consider potential wind microclimate effects associated with the temporary use of Views Common, including effects on nearby receptors such as residential properties on the north-eastern edge of Stukeley Meadows. Following removal of the temporary buildings and reinstatement of Views Common, the wind model could be updated, if required, to assess any residual effects associated with the reinstated site.
Major Accidents and Disasters	The temporary use of Views Common during the construction phase, along with the other identified design changes, will not introduce any new internal or external influencing factors which could increase the vulnerability of the Revised Proposed Development to Major Accidents and Disasters (MA&D), compared to the Original Proposed Development.	✓		Given that the design changes identified in this EIA Scoping Report do not affect the vulnerability of the Revised Proposed Development to MA&D, comparative to the Original Proposed Development, the original scoping remains valid and this topic remains scoped out of the ES.
Water	The design changes identified within this EIA Scoping Report, including the temporary use of Views Common during the construction phase for parking and material storage, would not impact or alter the existing flood risk (fluvial or surface water) at the Site.		✓	The identified design changes do not alter the overall approach to the Flood Risk Assessment (FRA) or the assessment of flood risk from fluvial and surface water sources, as outlined in the 2025 EIA Scoping Opinion. Water therefore remains scoped out of the ES.

Topic	Review of Proposed Development design changes	2025 scoping remains valid	Scoping requires update	Impact on scoping
	However, the design changes could result in some changes to surface water drainage arrangements and water demand during the construction phase, where applicable.			A drainage survey will be undertaken for the additional land at Views Common to inform the design of any required surface water drainage infrastructure. A Utilities Statement will also be prepared as a standalone report submitted alongside the ES. Subject to this additional assessment work, the overall approach to the assessment of flood risk and drainage outlined in the 2025 EIA Scoping Opinion remains valid.

Table A-1a – Revised Committed Development Shortlist

Reference Number	Description	Address	Approximate distance from the Site (m)	Decision
1201158OUT	Up to 290,000 sqm of employment floor space, including data storage and a materials recovery demonstration centre and up to 5,000 dwellings, including sheltered/extra care accommodation; a mixed use hub and mixed use neighbourhood facilities, including retail, commercial, leisure, health, place of worship and community uses; non residential institutions including primary schools, nurseries, a secondary school and land reserved for post 16 education provision; open spaces, woodlands and sports provision; retention of listed buildings; new vehicular access points from Ermine Street and the A141, with other new non-vehicular access points; associated infrastructure; reserve	Alconbury Airfield Ermine Street Little Stukeley PE28 4WX	1950	Approved with conditions on 01 Oct 2014

Reference Number	Description	Address	Approximate distance from the Site (m)	Decision
	site for a railway station and ancillary uses; and associated demolition and groundworks.			
18/01918/OUT	Mixed use development comprising: Up to 1,000 dwellings, Primary School including early years provision, Up to 205sqm community floorspace, Up to 1,000sqm retail floorspace (Class A1), Food and drink uses (Classes A3-A4), Open space and play areas, Landscaping, Pedestrian and cycle links, Associated drainage and engineering works and, highway connections including primary and secondary vehicle access from Ermine Street and the A141 (Outline Planning Application for phased development with all matters reserved except means of access onto the local highway network).	Land North West of Spittals Way and Ermine Street Great Stukeley	820	Approved with conditions on 20 Sep 2024
19/01341/OUT	Outline planning permission (all matters reserved) for a mixed-use phased development to include - residential development of up to 1,500 dwellings (C2 and C3), local centre including retail and community facilities (A1-A5 and D1), open space, play areas, recreation facilities, landscaping, associated demolition, ground works and infrastructure.	Alconbury Weald Ermine Street Little Stukeley	1950	Approved with conditions on 27 Sep 2024
20/00847/OUT	Outline planning application for the phased development of up to 648 dwellings with associated public open space, services and other ancillary infrastructure with all matters reserved except for the means of access	Land North West of Ermine Business Park Ermine Street Great Stukeley	1900	Application submitted 06 May 2020 Decision is outstanding
20/02613/FUL	Full: phased residential development of 178 dwellings with access, car/cycle parking, landscaping and associated works	Land East and West of Edison Bell Way Huntingdon	950	Approved with conditions on 07 June 2022

Reference Number	Description	Address	Approximate distance from the Site (m)	Decision
19/00038/OUT	Outline planning application for residential development of up to 30 dwellings and a care home of up to 70 beds, with all matters reserved except for the two main vehicular accesses (phased development)	Meadow View Farm Thrapston Road Brampton Huntingdon PE28 4NN	2000	Approved with conditions on 27 Apr 2021
22/00539/FUL	Full planning permission for the erection of a single building for flexible business use to include E.g.(iii), B2 or B8 purposes, along with ancillary offices, associated access, parking, landscaping and associated works.	Land at St Johns Spittals Way Huntingdon	1570	Approved with conditions on 22 Nov 2022
25/01587/FUL	Demolition and part demolition of factory buildings and phased erection of 82 dwellings, access works, landscaping and associated development	R G E Engineering and Bridge Place Car Park The Avenue Godmanchester	1450	Approved with conditions on 22 Apr 2026
25/01922/OUT	Outline Planning Application with all matters reserved except for site access for construction of Storage and Distribution (Use Class B8), General Employment (Use Class B2), Bus Depot (Sui Generis) floorspace with ancillary offices and gatehouses, provision of landscaping, access infrastructure (including new and improved vehicular access from the A141, highway, parking, cycle and pedestrian access), utilities (including gas, electricity, water, sewerage, telecommunications), sustainable drainage systems, and all associated engineering works (including demolition of existing structures and buildings, breaking-up and reuse of hardstanding and ground remodelling and enabling works). The proposed development is phased with each phase being a separate and severable part of the development	Brookfield Farm Ermine Street Great Stukeley Huntingdon PE28 4AB	500	Approved with conditions on 15 Jul 2026

Reference Number	Description	Address	Approximate distance from the Site (m)	Decision
25/02437/FUL	Partial demolition of single storey service wing building, making good of northeastern elevation, alterations to elevations for ramps and loading dock, new road layout and hard standing to provide surface car parking and erection of new waste compound. (The 'Service Wing')	Hinchingbrooke Hospital Hinchingbrooke Park Road Huntingdon PE29 6NT	0	Application submitted on 18 Dec 2025.
26/01304/FUL	Demolition of existing buildings and garages, and residential redevelopment of the site to provide a mix of town houses and apartment blocks [87 units] together with associated access, parking, landscaping, drainage and associated works.	Land South East Of Suffolk House Mayfield Road Huntingdon	1850	In progress.
TBC	Formation of a new vehicular access from Views Common Road; provision of surface car parking; installation of ground source heat pump array; removal of existing trees; provision of cycle parking; creation of a pedestrian link and footpaths; landscaping and areas of open space; and all associated infrastructure, including drainage swale and ancillary works. (The 'Constabulary Land')	Hinchingbrooke Hospital Hinchingbrooke Park Road Huntingdon PE29 6NT	0	To be submitted Q4 2026
TBC	Installation of 2no. transformers and associated infrastructure, erection of single storey 250 sqm switchroom building, security fence and CCTV. (The 'Main Intake Substation')	Hinchingbrooke Hospital Hinchingbrooke Park Road Huntingdon PE29 6NT	0	To be submitted Q4 2026

Table A-2 – EIA Scoping Update – Constabulary Land

Topic	Appraisal of Constabulary Land proposals	Scope In	Scope Out
Air Quality	During construction, dust and emissions mitigation measures to minimise air quality impacts and avoid causing a significant effect, will be put in place via the CEMP or Code of Construction Practice. These measures would be informed by a dust risk assessment undertaken by the contractor in accordance with IAQM guidance. Construction traffic accessing the Constabulary Land from Views Common Road are unlikely to exceed IAQM screening criteria and are unlikely to result in significant effects at nearby receptors. During operation, road traffic associated with the Constabulary Land will generate local air pollutants with potential to impact local air quality. However, vehicle trips are not expected to materially increase when compared with the existing baseline, as the proposed parking provision largely replaces existing parking elsewhere on the Main Hospital Site. Whilst there may be some redistribution of traffic within the local road network, any resulting air quality impacts are expected to be negligible to slight and not significant. Therefore, no separate Air Quality assessment of the Constabulary Land is required within the ES for the Revised Proposed Development. Any air quality considerations associated with the Constabulary Land will be addressed through the separate planning application where necessary, and potential cumulative effects will be considered within the Cumulative Effects Assessment.		✓
Biodiversity	The Constabulary Land proposals have the potential to impact on ecological receptors. Consequently, the Constabulary Land Application will be supported by a series of ecological assessments including a Preliminary Ecological Appraisal (PEA) report, reptile survey report, bat activity report, bat ground level tree assessment report, and BNG assessment. The design has been refined to avoid impacts to the wood pasture and parkland habitat to the north, as well as seeking to avoid impacts to veteran trees. Due to the ecological assessments already being undertaken, no separate Biodiversity assessment is required within the ES for the Revised Proposed Development. The Constabulary Land will continue to be considered cumulatively where relevant.		✓

Topic	Appraisal of Constabulary Land proposals	Scope In	Scope Out
Greenhouse Gas Emissions	The global atmosphere is the receptor for the GHG assessment and therefore the effects of the emissions of GHGs to the atmosphere are inherently cumulative in nature. ISEP guidance[3] states that cumulative assessment of individual projects is not generally required, as there is no robust basis for selecting specific projects to assess cumulatively in isolation from others. The GHG assessment is therefore considered to be inherently cumulative, and no separate GHG assessment of the Constabulary Land is required within the ES for the Revised Proposed Development.		✓
Ground and Contamination	Ground conditions associated with the Constabulary Land are being considered through a Preliminary Risk Assessment prepared for the Constabulary Land Application. Accordingly, no separate Ground Conditions and Contamination assessment is required within the ES for the Revised Proposed Development. Potential cumulative effects will be considered where relevant.		✓
Historic Environment	The Constabulary Land proposals have the potential to impact on archaeological remains, Huntingdon Conservation Area, Hinchingbrooke House and other designated and non-designated heritage assets in the vicinity. Consequently, the planning application for the Constabulary Land will be supported by a Historic Environment Desk-Based Assessment (HEDBA). The HEDBA will identify any heritage impacts and outline how they can be appropriately mitigated. As the heritage effects associated with the Constabulary Land are being considered through a HEDBA prepared for the Constabulary Land Application, no further Cultural Heritage assessment is required within the ES for the Revised Proposed Development. Potential cumulative heritage effects will be considered within the Cumulative Effects Assessment where appropriate.		✓
Landscape and Visual	Given that the Constabulary Land comprises surface car parking, landscaping and associated infrastructure only, significant landscape and visual effects are not anticipated. Furthermore, the Constabulary Land Application has not required a Landscape and Visual Impact Assessment in accordance with the relevant planning validation requirements, although landscape and visual considerations have informed the evolution of the proposed design and landscaping strategy.		✓

[3] ISEP (2026) Assessing Greenhouse Gas Emissions and Evaluating their Significance Edition 2.1 https://www.isepglobal.org/resources/blogs/2026/april/defining-significance-in-a-net-zero-era-the-next-step-for-greenhouse-gas-emissions-assessment-in-environmental-impact-assessment/

Topic	Appraisal of Constabulary Land proposals	Scope In	Scope Out
	Therefore, no separate Landscape and Visual assessment is required within the ES for the Revised Proposed Development. Any relevant cumulative landscape and visual effects will be considered through the ES.		
Materials and Waste	The scale and nature of the Constabulary Land proposals are not expected to significantly affect the availability of construction materials or regional waste management capacity. Waste arisings would be limited to site clearance activities (e.g. earthworks and vegetation removal) as well as surplus materials and construction workers' welfare waste. It is considered likely that construction waste would be managed in accordance with relevant legislation and the waste hierarchy. Furthermore, the volume of waste is expected to be minimal in the context of available regional landfill capacity. Therefore, no separate Materials and Waste assessment of the Constabulary Land is required within the ES for the Revised Proposed Development. Materials consumption and waste generation associated with the Constabulary Land would be managed through standard construction management practices implemented as part of that development. The Constabulary Land will continue to be considered as a committed development where relevant.		✓
Noise and Vibration	The proposed use of the Constabulary Land is not expected to affect the noise and vibration impacts from the wider development. The Constabulary Land is no closer to noise sensitive receptors that the Main Hospital Site. Noise arising from development-generated traffic is also already considered within the wider Transport and Access assessment. Furthermore, no particularly noise-generating land uses are proposed that would warrant additional assessment beyond that already undertaken. Therefore, no separate Noise and Vibration assessment of the Constabulary Land is required within the ES for the Revised Proposed Development. The Constabulary Land will continue to be considered as a committed development where relevant.		✓
Socio Economics and Human Health	Considering the use of the Site, employment generation during construction and operation is anticipated to be limited therefore an assessment of effects is not anticipated to be required. It is assumed that existing pedestrian access will be maintained and that the development will not adversely affect access to local services or community facilities.		✓

Topic	Appraisal of Constabulary Land proposals	Scope In	Scope Out
	The Constabulary Land is currently privately owned and not accessible to the public; therefore no effects associated with the loss of publicly accessible open space are anticipated. Construction and operation of the proposals are also not expected to result in significant health effects, provided standard mitigation measures relating to air quality and noise, and best practice construction management, are implemented. Accordingly, no separate Socio-Economics and Human Health assessment of the Constabulary Land Application is required within the ES for the Revised Proposed Development. The Constabulary Land will continue to be considered cumulatively where relevant.		
Transport and Access	The transport effects of the Constabulary Land are being assessed through a standalone Transport Assessment (TA) prepared for the Constabulary Land Application. The TA demonstrates that the Constabulary Land development meets local and national policy requirements, and provides safe and suitably managed access for all anticipated users, with connectivity to the wider active travel and public transport networks. The impact on the highway network is not considered to be severe (as the release of surface car parking should align with the delivery of other Enabling Works packages which result in equating loss of car parking), and junction modelling forecasts capacity within the junction along Views Common Road. Accordingly, no separate Transport and Access assessment is required within the ES for the Revised Proposed Development. The Constabulary Land will be considered as a committed development within the cumulative effects assessment.		✓
Cumulative Effects	The Constabulary Land Application will assess the environmental effects of that development in its own right through the supporting planning application documents. The Constabulary Land is scoped out of the EIA for the Revised Proposed Development and its effects will not be assessed within the individual ES chapters. Instead, the Constabulary Land will be treated as a committed development within the Cumulative Effects Assessment. This approach ensures that any inter-project cumulative effects between the two schemes are appropriately assessed whilst avoiding duplication between planning applications. Therefore, no separate cumulative effects assessment of the Constabulary Land is required within the ES beyond its inclusion as a committed development within the Cumulative Effects Assessment for the Revised Proposed Development.		✓

Topic	Appraisal of Constabulary Land proposals	Scope In	Scope Out
Climate	The Constabulary Land assets are anticipated to be designed and constructed following good practice methods and design standards. There is potential for climate change to exacerbate damage or degradation of these assets over time. It is, however, expected that maintenance and management actions would be in place to ensure replacement or repair of roads, footpath and surface parking, and regular clearing and upkeep of drainage infrastructure. The ground source heat pump array will primarily be located underground and protected from climate hazards. It is also expected that regular inspection and maintenance activities will ensure any impacts from climate change will be monitored and managed. On the basis of the above assumptions, no separate Climate Change assessment of the Constabulary Land is required within the ES for the Revised Proposed Development.		✓
Arboriculture	The Constabulary Land proposals will require tree removals. However, although the design has been developed over time to reduce the impact on the mature trees mainly in the northern portion of the Constabulary Land, focusing the development on the southern area where it is more open. The proposed vehicular and pedestrian connections have also been designed sensitively to trees and looked to avoid any major tree removals where possible. Given that arboricultural effects are being considered through a standalone Arboricultural Impact Assessment prepared for the Constabulary Land application, no further arboricultural assessment is required within the ES for the Revised Proposed Development. Potential cumulative effects will be considered in the ES where relevant.		✓
Daylight, Sunlight and Overshadowing	The Constabulary Land proposals do not include any new buildings or substantial built form that could result in material Daylight, Sunlight and Overshadowing (DSO) effects on surrounding receptors. Therefore, a DSO assessment is not required for the Constabulary Land and no further assessment within the ES for the Revised Proposed Development is considered necessary.		✓
Wind	The Constabulary Land Application proposals comprise surface car parking and associated infrastructure only. No buildings or substantial structures are proposed that could materially alter local wind conditions or pedestrian wind comfort. Therefore, a Wind Microclimate assessment is not required for the Constabulary Land and no further assessment within the ES for the Revised Proposed Development is necessary.		✓

Topic	Appraisal of Constabulary Land proposals	Scope In	Scope Out
Major Accidents and Disasters	The proposed use of the Constabulary Land for surface car parking will not introduce any new internal or external influencing factors that would materially alter its vulnerability to MA&D. Therefore, no separate Major Accidents and Disasters assessment of the Constabulary Land is required within the ES for the Revised Proposed Development, as significant effects are not anticipated.		✓
Water	The Constabulary Land is identified as being located within Flood Zone 1 (fluvial flood risk) and at a low risk of surface water flooding. Flood risk and drainage matters will be assessed through a standalone Flood Risk Assessment (FRA) prepared in support of the Constabulary Land Application. Accordingly, no separate Water assessment of the Constabulary Land is required within the ES for the Revised Proposed Development. Any relevant cumulative effects will be considered through the ES where appropriate.		✓

Table A-3 – EIA Scoping Update – Main Intake Substation

Topic	Appraisal of Main Intake Substation Proposals	Scope In	Scope Out
Air Quality	During construction of the proposed Main Intake Substation, dust and emissions mitigation measures to minimise air quality impacts and avoid causing a significant effect, will be put in place via the CEMP or Code of Construction Practice. These measures would be informed by a dust risk assessment undertaken by the contractor in accordance with IAQM guidance. Road traffic associated with the construction and operation of the Main Intake Substation alone are not expected to exceed IAQM scoping criteria for air quality assessment; however, changes in traffic associated with the substation will be accounted for cumulatively in the ES for the Revised Proposed Development. The need for a separate air quality assessment for the Main Intake Substation is therefore scoped out.		✓
Biodiversity	The proposed Main Intake Substation is located entirely within an area of existing hardstanding associated with the existing visitor's car park in the north of the Site. The development of the substation would not result in the loss or impacts to habitats or other ecological features of value, and there is no identified pathway for significant effects on designated sites or protected species. As the proposal involves the redevelopment of previously developed land of negligible ecological value, no likely significant effects are		✓

Topic	Appraisal of Main Intake Substation Proposals	Scope In	Scope Out
	anticipated in respect of ecology and biodiversity. The substation is therefore scoped out of further ecological assessment within the ES for the Revised Proposed Development.		
Greenhouse Gas Emissions (GHG)	The Main Intake substation is anticipated to be designed and constructed in accordance with good practice and relevant industry design standards. The construction and operation of the substation have the potential to generate greenhouse gas (GHG) emissions, principally associated with embodied carbon in construction materials, operational energy use, and transport-related activities. However, given the application of good practice design and construction measures, these emissions are not anticipated to result in a significant GHG effect. It is therefore concluded that a separate GHG assessment of the Main Intake Substation is not required within the ES for the Revised Proposed Development.		✓
Ground and Contamination	Ground conditions associated with the Main Intake Substation have been considered through the main site Preliminary Risk Assessment and Generic Quantitative Risk Assessment. Any potential contamination risks will be dealt with appropriately as part of the planning process for the Main Intake Substation Application. Accordingly, no separate Ground Conditions and Contamination assessment is required within the ES for the Revised Proposed Development. Potential cumulative effects will be considered where relevant.		✓
Historic Environment	There is currently limited detailed design information available for the proposed Main Intake Substation and, therefore, it is not possible to accurately assess the potential heritage effects at this stage. The proposed Main Intake Substation's location has had archaeological evaluations in 2025 and 2001 which identified extensive medieval ridge and furrow field divisions and post-medieval landscaping. Ditches pre-dating the medieval period were also found. Any areas that haven't been extensively modified by modern development have potential to contain archaeological remains. Although the Main Intake Substation has been scoped out of the ES, its proposed location will be covered by the HEDBA for the Main Hospital Site, which will establish the heritage baseline and identify any potential heritage constraints. It is assumed that heritage matters associated with the Main Intake Substation will then be addressed through the separate planning		✓

Topic	Appraisal of Main Intake Substation Proposals	Scope In	Scope Out
	application, with reference to the findings of the Main Hospital Site HEDBA and, where appropriate, measures identified to avoid, reduce or mitigate potential effects.		
Landscape and Visual	Given the scale and nature of the proposed Main Intake Substation, the construction and the operation of the substation are not likely to give rise to significant landscape and visual effects in isolation. Therefore, no separate assessment is required within the ES for the Revised Proposed Development. Any relevant cumulative landscape and visual effects arising from the proposed substation in combination with the Revised Proposed Development will be considered within the ES.		✓
Materials and Waste	The Main Intake Substation is anticipated to be designed and constructed following good practice methods and industry design standards. The construction and operation of the substation is not likely to result in significant effects on natural resources for key construction materials and waste disposal to landfill, in the context of regional availability. Therefore, an assessment of the Main Intake Substation is not required within the ES for the Revised Proposed Development.		✓
Noise and Vibration	There is currently limited information available regarding the operational noise emissions and detailed acoustic design information associated with the proposed Main Intake Substation, therefore it is not possible to accurately assess any potential effects. It is assumed that a standalone noise impact assessment will be completed in support of that application and that any identified adverse noise effects will be suitably mitigated to achieve the agreed noise criteria at the nearest noise sensitive receptors. On this basis, it is considered that an assessment of noise effects arising from the proposed substation is not required within this ES chapter for the Revised Proposed Development.		✓
Socio Economics and Human Health	Considering the nature and scale of the proposed Main Intake Substation, employment generation during construction and operation is anticipated to be limited and, therefore, an assessment of employment effects is not considered necessary. The substation would be located on existing car park hardstanding within the Site. The loss of carparking associated with the substation would be addressed through the proposed Temporary Car Park in the interim and the Constabulary Land proposals in the longer term.		✓

Topic	Appraisal of Main Intake Substation Proposals	Scope In	Scope Out
	On this basis, the substation is not anticipated to result in significant effects on access to the hospital or other local services and community facilities. The proposed substation would not result in the loss of publicly accessible open space, and no effects in relation to open space provision are anticipated. Construction and operation of the substation are also not expected to result in significant human health effects, subject to the implementation of standard mitigation measures relating to matters such as construction noise and air quality, and good practice construction management. Accordingly, no separate Socio-Economics and Human Health assessment of the Main Intake Substation is proposed within the ES for the Revised Proposed Development. The Main Intake Substation will, however, be considered cumulatively where relevant.		
Transport and Access	The Main Intake Substation is to be located within the existing visitor car park; however, the displacement of visitor car parking should align with the delivery of other Enabling Works packages (e.g. Constabulary Land) which result in a net gain of car parking, ensuring adequate car parking is provided for users of the hospital. Local reassignment of staff trips along Hinchingbrooke Park Road (to access alternative staff parking areas, as a result of a proportion of the existing staff car parking spaces being reassigned for visitor use) are not considered to have a material impact on the highway network. Accordingly, no separate Transport and Access assessment is required within the ES for the Revised Proposed Development. The Main Intake Substation will be considered as a committed development within the cumulative effects assessment.		✓
Cumulative Effects	The Main Intake Substation Application will assess the environmental effects of that development in its own right through the supporting planning application documents. The Main Intake Substation is scoped out of the EIA for the Revised Proposed Development and its effects will not be assessed within the individual ES chapters. Instead, the Main Intake Substation will be treated as a committed development within the Cumulative Effects Assessment. This approach ensures that any inter-project cumulative effects between the two schemes are appropriately assessed whilst avoiding duplication between planning applications. Therefore, no separate cumulative effects assessment of the Main Intake Substation is required within the ES beyond its inclusion as a committed development within the Cumulative Effects Assessment for the Revised Proposed Development.		✓

Topic	Appraisal of Main Intake Substation Proposals	Scope In	Scope Out
Climate	The Main Intake Substation is anticipated to be designed and constructed following good practice methods and industry design standards. There is potential for climate change to exacerbate damage or degradation of the substation over time, which may result in downtime of the substation or power outages. It is, however, expected that inspection, maintenance and management actions would be implemented by the Operator. On the basis of the above assumptions, no Climate Change assessment of the Main Intake Substation is required within the ES for the Revised Proposed Development.		✓
Arboriculture	The proposed Main Intake Substation sits within existing compacted ground and, based on review of available designs, will not require any tree removal or impact on the rooting area or canopy spreads of retained adjacent trees on the embankment to the north and west.		✓
Daylight, Sunlight and Overshadowing	The proposed Main Intake Substation, in its own right, is unlikely to give rise to significant Daylight, Sunlight and Overshadowing (DSO) effects, given its scale and location. However, its cumulative effects, in combination with the Proposed Development and other consented schemes, will be considered as part of the DSO assessment.		✓
Wind	The Main Intake Substation, in its own right, is unlikely to give rise to significant wind effects, given its scale and location. However, its cumulative effects, in combination with the Proposed Development and other consented schemes, will be considered as part of the wind microclimate assessment.		✓
Major Accidents and Disasters	The Main Intake Substation will be designed and constructed according to industry standards by the asset owner. The potential risks of construction and operation related incidents would be covered by existing legislation. Therefore, the addition of the Substation will not affect the vulnerability of the Revised Proposed Development to MA&D. The original scoping remains valid and this topic remains scoped out of the ES.		✓
Water	The Outline Drainage Strategy (ODS) considers the area of the Main Intake Substation as a separate phase and is therefore scoped out. The Main Intake substation is identified as being located within Flood Zone 1 (fluvial flood risk) and at a low risk of surface water flooding. Water is already scoped out of the ES. It is assumed that the Main Intake Substation is less than 1 hectare and therefore a standalone Flood Risk Assessment (FRA) would not be required.		✓

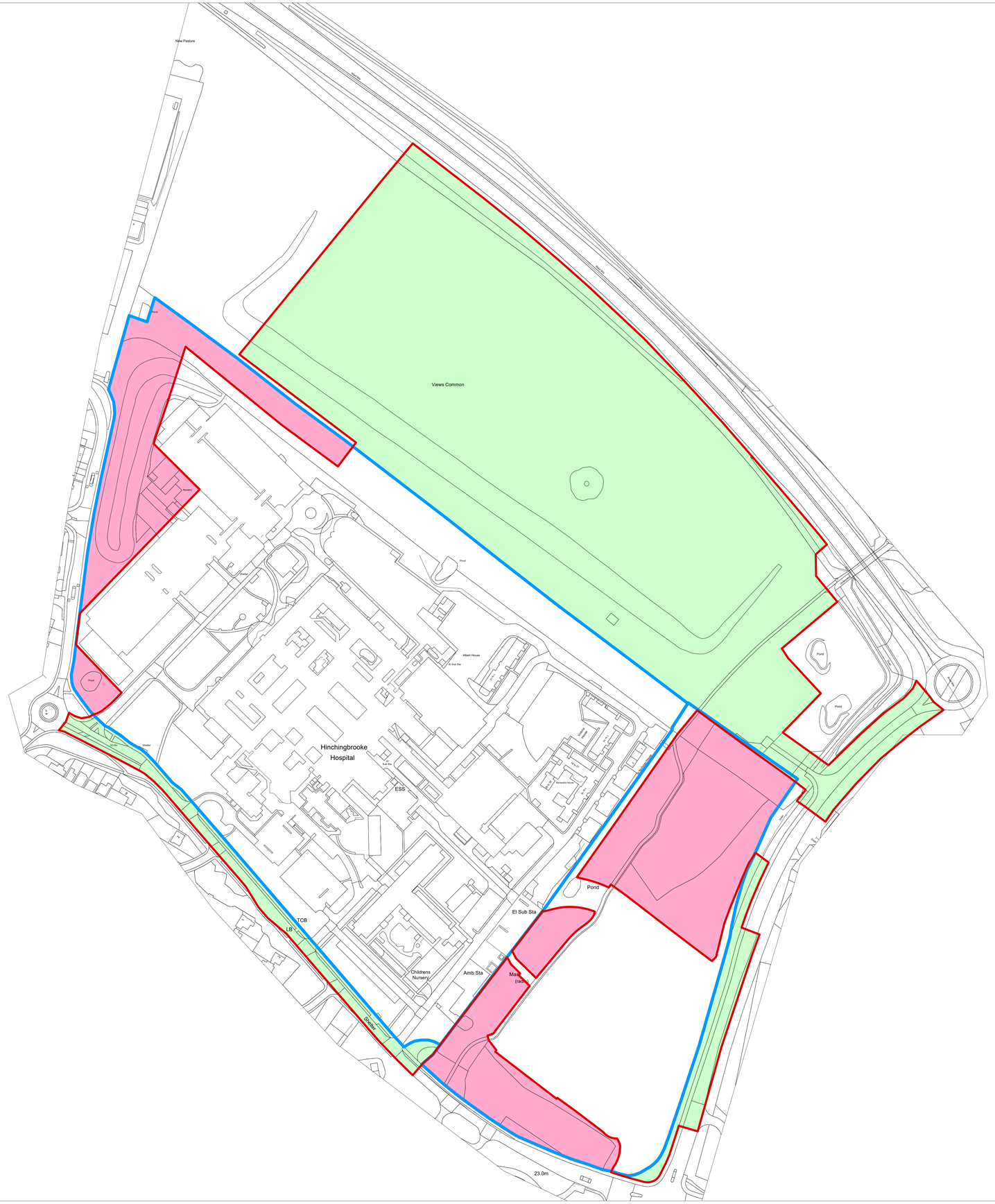
Appendix B

Figures

Appendix B – Figures

Enclosed:

- Figure 1 - EIA Scoping Boundary July 2025 Compared to November 2026 Boundary, Metropolis Planning, dated 04/11/2026.
- Figure 2 - Hinchingbrooke Hospital Redevelopment Planning Application Boundary, Metropolis Planning, dated 16/10/2026.



KEY

- Original EIA Scoping Boundary July 2025
- Planning Application Boundary
- Added Area
- Removed Area

metropolis Planning

0m 80m

Note:
Do not scale this drawing

Revisions:

00 07 July 26
01 04 November 26

Hinchingbrooke Hospital

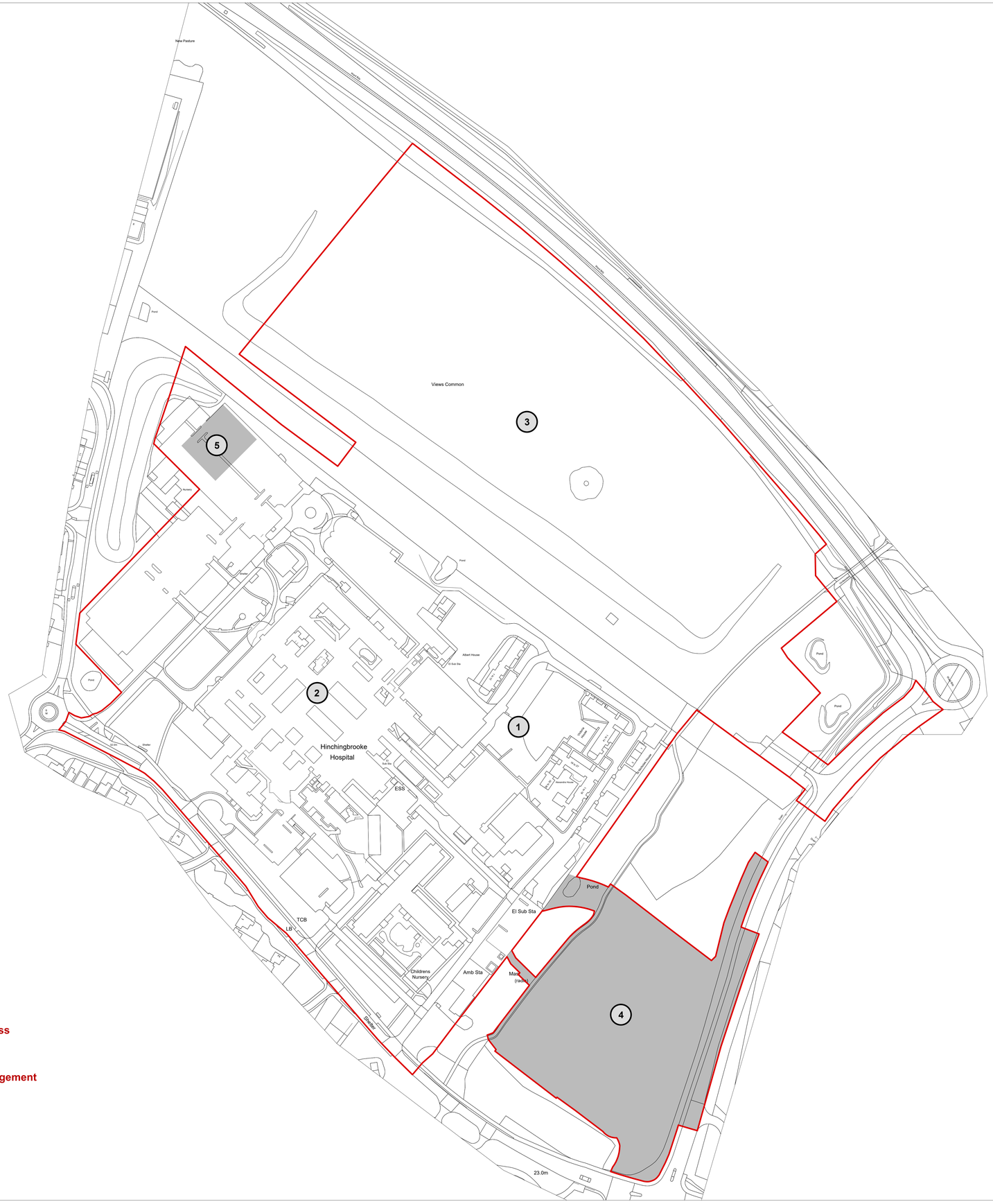
for

NWAFT NHS Foundation Trust

3322-**D2100**-rev01

Scale: 1:1250 @ A0
Date: 07 July 26

EIA Scoping Boundary July 2025 Compared to November 2026 Boundary



KEY

- Planning Application Boundary
- (1) New Hospital Buildings
- (2) Phased Demolition of Existing Hospital
- (3) Temporary Contractors Compound and Access
- Constabulary Land access and parking arrangement subject to seperate Planning Application
- (4) Constabulary Land Access and Parking
- (5) 33kV Substation

metropolis Planning

0m 80m

Note:
Do not scale this drawing

Revisions:

11 16 October 26

Hinchingbrooke Hospital

for

NWAFT NHS Foundation Trust

3322-**D1200**-rev11

Scale: 1:1250 @ A0
Date: 30 June 26

Hinchingbrooke Hospital Redevelopment Planning Application Boundary

Appendix C

2025 EIA Scoping Report

Appendix C – 2025 EIA Scoping Report

North West Anglia NHS Foundation Trust

HINCHINGBROOKE HOSPITAL REDEVELOPMENT

EIA Scoping Report



70119931
AUGUST 2025

PUBLIC

North West Anglia NHS Foundation Trust

HINCHINGBROOKE HOSPITAL REDEVELOPMENT

EIA Scoping Report

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DATE: AUGUST 2025

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ABBREVIATIONS

Acronym	Term
ABDA	Archaeological Desk Based Assessment
ADMS	Air Dispersion Modelling Software
AOD	Above Ordnance Datum
AQMA	Air Quality Management Area
ASR	Annual Status Report
ATC	Automatic Traffic Counts
BAP	Biodiversity Action Plan
BCO	Building Control Officer
BGS	British Geological Survey
BNG	Biodiversity Net Gain
BNL	Basic Noise Level
BS	British Standards
CCC	Cambridgeshire County Council
CAU	Cambridge Archaeology Unit
CDE	Construction, Demolition and Excavation
CEMP	Construction Environmental Management Plan
CIEEM	Chartered Institute of Ecology and Environmental Importance
CPMWLP	Cambridgeshire and Peterborough Minerals and Waste Local Plan
CPP	Construction Phase Plan
CTMP	Construction Traffic Mitigation Plan
CWS	County Wildlife Zone
Defra	Department for Environment, Food and Rural Affairs
DMP	Dust Management Plan
DoS	Degree of Saturation

Acronym	Term
DSO	Daylight, Sunlight & Overshadowing
EA	Environment Agency
ECoW	Ecological Clerk of Works
EIA	Environmental Impact Assessment
ES	Environmental Statement
EUI	Energy Use Intensity
EZol	Ecological Zone of Influence
FTE	Full Time Equivalent
GCN	Great Crested Newt
GHG	Greenhouse Gas
GIS	Geographical Information Systems
GPP	Guidance for Pollution Prevention
GQRA	Generic Quantitative Risk Assessment
HDC	Huntingdonshire District Council
HE	Historic England
HEBDA	Historic Environment Desk-Based Assessment
HER	Historic Environment Record
HGV	Heavy Goods Vehicle
HIA	Health Impact Assessment
HVAC	Heating, Ventilation, and Air Conditioning
IAQM	Institute of Air Quality Management
IMD	Indices of Multiple Deprivation
kV	Kilo Vaults
LAQM	Local Air Quality Management
LCA	Landscape Character Area
LCRM	Land Contamination Risk Management

Acronym	Term
LLFA	Lead Local Flood Authority
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
MA&D	Major Accidents and/or Disasters
MAGIC	Multi-Agency Geographic Information for the Countryside
MCA	Mineral Consultation Areas
MCC	Manual Classified Counts
ML	Monitoring Location
MSA	Minerals Safeguarding Area
NCA	National Character Area
NHLE	National Heritage List for England
NHP	New Hospital Project
NHS	National Health Service
NH_3	Ammonia
NO_x	Nitrogen Oxide
NO_2	Nitrogen Dioxide
NPPF	National Planning Policy Framework
NRW	Natural Resource Wales
OCEMP	Outline Construction Environmental Management Plan
ONS	Office of National Statistics
PEA	Preliminary Ecological Appraisal
PPE	Personal Protective Equipment
PM_{10}	Particulate matter with an aerodynamic diameter of less than 10 micrometres.
$PM_{2.5}$	Particulate matter with an aerodynamic diameter of less than 2.5 micrometres.
PRA	Preliminary Risk Assessment

Acronym	Term
PRoW	Public Right of Way
RAAC	Reinforced Autoclaved Aerated Concrete
RAF	Royal Air Force
RFC	Ratio of Flow to Capacity
RIBA	Royal Institute of British Architects
RMS	Remediation Method Statement
RPE	Respiratory Protective Equipment
SAC	Special Area of Conservation
SPA	Special Protected Area
SPZ	Source Protection Zone
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
TA	Transport Assessment
TCA	Townscape Character Area
TCPA	Town and Country Planning Act
µg/m^3	micrograms per cubic metre
UKPN	UK Power Networks
UNFCCC	United Nations Framework Convention on Climate Change
UXO	Unexploded Ordnance

1 INTRODUCTION

1.1 BACKGROUND

1.1.1 This Environmental Impact Assessment (EIA) Scoping Report, pursuant to Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 ("EIA Regulations") has been prepared on behalf of North West Anglia NHS Foundation Trust ("the Trust") and sets out the proposed scope and content of both the EIA process and the Environmental Statement (ES) which will be submitted in support of the planning application for the proposed redevelopment of Hinchingbrooke Hospital (hereafter referred to as 'the Proposed Development' as defined below) located within Huntingdon, Cambridgeshire. The site of the Proposed Development ("Site") extends to 16.2 hectares and is indicatively shown outlined in red in **Appendix A: Figure 1-1 – Site Location Plan**.

1.1.2 This EIA Scoping Report is structured as follows:

- Introduction;
- Description of the Site and the Proposed Development;
- Approach to EIA;
- Environmental Factors scoped into the EIA process;
- Cumulative Effects; and
- Structure of ES and Technical Chapters.

1.1.3 Directly to the east of the Site is an area of greenfield land shown within the hatched area on **Appendix A: Figure 1-1 Site Location Plan**, which is owned partly by Cambridgeshire Constabulary and partly by National Highways as explained in **Section 2.3.4** below. This is to be referred to throughout this document as 'the Constabulary Land'. The Trust are currently in discussions to acquire the 'Constabulary Land' as part of the Proposed Development. Separate planning applications will likely be submitted in advance of the main planning application for the Proposed Development for the 'Constabulary Land' (see **Plate 2-1 – Indicative Construction Programme**). Further details related to the purpose of the 'Constabulary Land' if acquired for the Proposed Development are outlined within **Section 2.5.15 - 2.5.17 and 2.5.24** below.

1.1.4 If there are any delays to the purchase of the 'Constabulary Land' or related to the decisions on parking locations, there is potential for all elements to be submitted under one planning application. For the purposes of this EIA Scoping Report, it has been assumed that the 'Constabulary Land' would be included within the Proposed Development as this represents a worst case scenario and maximum assessment envelope. These options have therefore been considered and assessed within each of the EIA Scoping Report topic chapters. Where reference to 'the Site' is made throughout this document, this refers to the entirety of the red line boundary shown on **Appendix A: Figure 1-1 Site Location Plan** including the hatched area.

1.1.5 The Trust intend to submit a hybrid planning application for the Proposed Development in 2026, which will comprise the following in summary:

1.1.6 Full planning permission for:

- Demolition of the existing hospital buildings, except the Treatment Centre, New Main Operating Theatres, Woodlands Cancer Centre, Cambridgeshire Constabulary SARC facility and the East

of England Ambulance Service NHS Trust station which are fully operational, in good condition and are to be retained and operate alongside the new hospital buildings
- Construction of a new 33kV Primary substation
- Construction of a new temporary deck on the existing north car park
- Construction of modular office accommodation
- Construction of an access road (subject to acquisition of the 'Constabulary Land')
- Construction of a permanent surface level car park (subject to acquisition of the 'Constabulary Land')
- Site wide infrastructure
- Construction of a new hospital-related ancillary office, research, admin and education facilities (the 'People Hub', although this remains subject to an options appraisal at Outline Business Case stage)

1.1.7 Outline planning permission for:

- Construction of the new hospital buildings
- Construction of a permanent multi-storey car park on the existing site (required only if the 'Constabulary Land' is not acquired)

1.1.8 The Proposed Development is described in further detail in **Section 2.5** below.

1.2 DEFINITION OF AN EIA

1.2.1 EIA is the process of identifying, and drawing together in a systematic way, information about a Proposed Development's likely environmental effects. This helps to ensure that the significance of the predicted effects, and the scope for avoiding, preventing, reducing or, if possible, offsetting such effects, is properly understood by the public and the determining authority, in this case Huntingdonshire District Council (HDC), before a decision is made as to whether or not to grant planning permission for the Proposed Development.

1.3 REQUIREMENT FOR EIA

1.3.1 An applicant for planning permission is responsible for completing an EIA and producing an ES to accompany a planning application, if one is required.

1.3.2 Schedule 1 of the EIA Regulations describes 24 types of development in respect of which EIA, and the preparation of an ES, is mandatory. The Proposed Development does not fall within any of those 24 descriptions.

1.3.3 Schedule 2 of the EIA Regulations describes a number of types of development, and associated criteria and thresholds, which if met or exceeded (as appropriate), 'triggers' the need for EIA and the preparation of an ES.

1.3.4 The Trust considers that the Proposed Development falls within Schedule 2, paragraph 10(b), as it is an urban development project over 1 hectare in size.

1.3.5 As such, an ES will be prepared and submitted alongside the planning application for the Proposed Development referred to above.

1.4 PURPOSE OF THE REPORT

1.4.1 The purpose of this EIA Scoping Report is to ensure that the EIA to be undertaken, and the ES to be prepared, to support the planning application, focus on the key impacts of the Proposed

Development likely to give rise to significant environmental effects. It is submitted to HDC voluntarily to obtain HDC's agreement on the EIA approach and scope for the ES.

1.4.2 The EIA and ES will be informed by the EIA Scoping Opinion received and subsequent consultation with HDC as the LPA regarding any design refinement prior to submission of the planning application.

1.4.3 **Table 1-1** sets out the information which the EIA Regulations state must be included as part of an EIA Scoping Report (pursuant to Regulation 15 of the EIA Regulations[1]) and its location within this Report .

[1] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Available online at: https://www.legislation.gov.uk/uksi/2017/571/regulation/15 [Last accessed 17/06/2025].

Table 1-1 - Information required to accompany a request for an EIA Scoping Opinion pursuant to Regulation 15 of the EIA Regulations

Information Required	Location within this Report
A plan sufficient to identify the land	Appendix A
A description of the nature and purpose of the development, including its location and technical capacity	Chapter 2
An explanation of the likely significant effects of the development on the environment	Chapter 4-15
Such other information or representations as the person making the request may wish to provide or make	Chapters 4-16

1.5 PLANNING CONTEXT

1.5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004[2] requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

1.5.2 HDC adopted the Huntingdonshire Local Plan to 2036 in 2019, and this forms the development plan for the district and is the basis for decision-making in Huntingdonshire.

NATIONAL PLANNING POLICY FRAMEWORK (2024) (NPPF)[3]

1.5.3 The policies and provisions set out in the National Planning Policy Framework (updated December 2024) are also a material consideration in the determination of planning applications.

1.5.4 The National Planning Policy Framework (NPPF December 2024) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development.

1.5.5 The NPPF 2024 at paragraph 10 provides as follows: *'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).*'

1.5.6 There is broad support at all levels of planning policy for development by health service providers in the community.

1.5.7 Paragraph 128 of the National Planning Policy Framework states:

1.5.8 "*128. Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to: make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space."*

2 Planning and Compulsory Purchase Act 2004, 2004. [Online] Available at: https://www.legislation.gov.uk/ukpga/2004/5/contents [Accessed 3 April 2025].

3 Ministry of Housing, Communities and Local Government, 2024. *National Planning Policy Framework.* [Online] Available at: https://www.gov.uk/guidance/national-planning-policy-framework/11-making-effective-use-of-land [Accessed 3 April 2025].

1.5.9 In addition, further support for the health infrastructure is also set out in the NPPF, where para 101 states:

1.5.10 "To ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted. Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development."

HUNTINGDONSHIRE LOCAL PLAN TO 2036 (2019)[4]

1.5.11 The relevant core policies within the adopted Huntingdonshire Local Plan are recorded below.

- LP1: Amount of Development
- LP2: Strategy for Development
- LP3: Green Infrastructure
- LP4: Contributing to Infrastructure Delivery
- LP5: Flood Risk
- LP6: Waste Water Management
- LP7: Spatial Planning Areas
- LP11: Design Context
- LP12: Design Implementation
- LP14: Amenity
- LP15: Surface Water
- LP16: Sustainable Travel
- LP17: Parking Provision and Vehicle Movement
- LP22: Local Services and Community Facilities
- LP30: Biodiversity and Geodiversity
- LP31: Trees, Woodland, Hedges and Hedgerows
- LP34 : Heritage Assets and their Settings
- LP37: Ground Contamination and Groundwater Pollution.

HUNTINGDONSHIRE LOCAL PLAN TO 2036 (2019)

1.5.12 On 24 January 2023, Huntingdonshire District Council's Cabinet agreed to the preparation of a full update to the adopted Local Plan which will set out a plan for how the district will grow over future decades.

1.5.13 The emerging plan is in its early stages with the Preferred Options Local Plan (Regulation 18) to be published in the Autumn of 2025.

HUNTINGDON NEIGHBOURHOOD PLAN 2018-2026[5]

- TL2 - Leisure and Community Facilities
- BE1 - Design and Landscaping

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4 Huntingdonshire District Council, 2019. *Huntingdonshire's Local Plan to 2036.* [Online] Available at: https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf [Accessed 2 April 2025].

5 Huntingdon Town Council, 2019. *Huntingdon Neighbourhood Plan 2018-2026.* [Online] Available at: https://www.huntingdonshire.gov.uk/media/4021/huntingdon-neighbourhood-plan-final-version.pdf [Accessed 3 April 2025].

- BE2 - Local Distinctiveness and Aesthetics
- BE3 - Heritage Asset
- TT1 - Sustainable Transport

Supplementary Planning Documents (SPD) and Guidance

- Huntingdon Conservation Area Character Assessment (2007)[6]
- Huntingdonshire Design Guide Supplementary Planning Document (2017)[7]
- Developer Contributions SPD (2011)[8]
- Huntingdonshire Landscape and Townscape SPD (2022)[9]
- Huntingdonshire Strategic Flood Risk Assessment (2024)[10]
- Cambridgeshire Flood and Water SPD (2017)[11]
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)[12]

6 Huntingdonshire District Council, 2007. *Huntingdon Conservation Area Character Assessment (2007).* [Online] Available at: https://www.huntingdonshire.gov.uk/media/2338/huntingdon-ca-character-assessment-march-2007-opt.pdf [Accessed 3 April 2025].

7 Huntingdonshire District Council, 2017. *Huntingdonshire Design Guide SPD (2017).* [Online] Available at: https://www.huntingdonshire.gov.uk/planning/planning-policy-documents/ [Accessed 3 April 2025].

8 Huntingdonshire District Council, 2011. *Developer Contributions SPD.* [Online] Available at: https://www.huntingdonshire.gov.uk/media/1127/developer-contributions-spd.pdf [Accessed 3 April 2025].

9 Huntingdonshire District Council, 2022. *Huntingdonshire Landscape and Townscape SPD.* [Online] Available at: https://www.huntingdonshire.gov.uk/planning/planning-policy-documents/landscape-and-townscape-spd-2022/ [Accessed 3 April 2025].

10 Huntingdonshire District Council, 2024. *Strategic Flood Risk Assessment.* [Online] Available at: https://huntingdonshire.gov.uk/environmental-issues/flooding/strategic-flood-risk-assessment/ [Accessed 3 April 2025].

11 Huntingdonshire District Council, 2017. *Cambridgeshire Flood and Water SPD.* [Online] Available at: https://www.huntingdonshire.gov.uk/media/2609/cambridgeshire-flood-and-water-spd.pdf [Accessed 3 April 2025].

12 Cambridgeshire County Council, 2021. *Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).* [Online] Available at: https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan [Accessed 3 April 2025].

2 DESCRIPTION OF THE SITE AND THE PROPOSED DEVELOPMENT

2.1 INTRODUCTION

2.1.1 This chapter provides a description of the Site, the surrounding area and the Proposed Development and is structured as follows:

- Description of the Site
- Site location and context
- Summary of environmental baseline
- Description of the Proposed Development

2.2 DESCRIPTION OF THE SITE

2.2.1 Hinchingbrooke Hospital is an active, 370-bed district general hospital that covers an area of 16.2ha. Built in 1983 and expanded since then, the hospital offers a wide variety of acute services to a growing population including general surgery, ear, nose and throat, ophthalmology, orthopaedics, urology, breast surgery, gynaecology and vascular services. The hospital has an emergency department, children's inpatient services, maternity unit and a 21-bed Treatment Centre which opened in 2005. The Treatment Centre includes five operating theatres requiring 23 hour stays. In addition, the Trust has recently completed construction of seven new inpatient operating theatres in a new building adjacent to the Treatment Centre which are due to open early in 2026. The proposed occupation of the ground floor of this building is yet to be confirmed but is likely to include clinical services.

2.2.2 Hinchingbrooke Hospital forms part of the North West Anglia NHS Foundation, a group of hospitals including Peterborough City Hospital and Stamford and Rutland Hospital which serve approximately 700,000 residents.

2.2.3 Car parking facilities are provided across the Site for staff and visitors. There are a total of 1,373 spaces across the Site, with the main visitor car park (located to the north of the main hospital entrance) comprising of 276 spaces, and the main staff car park (located adjacent to the main visitor car park) comprising of 323 spaces. Additional visitor, staff and ambulance parking is provided to the east, south and west of the hospital. There are 20 sheltered cycle parking spaces located near the main entrance of the hospital providing a convenient and secure place to park bikes. An additional 24 sheltered cycle parking spaces are located adjacent to Hinchingbrooke Park Road and there are 12 unsheltered cycle parking spaces (six near the main entrance and six near the Treatment Centre entrance).

2.2.4 Vehicular access to the Hospital is provided via four access points on Hinchingbrooke Park Road (two, two way access / entrances, a one way access and a one way exit. Further details are outlined within **Chapter 13: Transport and Access**). The main access to the hospital is at the northern end of Hinchingbrooke Park Road via Parkway roundabout, turning left into the hospital. This is the main vehicular access route running through the Site and providing access to the main entrance, accident and emergency access and car park.

2.2.5 There is a second access point 100m further north-west of Hinchingbrooke Park Road up to the entrance of the Medical Admissions and Rehabilitation Service (MARS) block and Education Centre,

providing access to staff parking in the MARS block and access to parking in the Woodlands Centre and the Elms building.

2.2.6 To the south and west between Hinchingbrooke Park Road and Parkway, the hospital is bordered by residential developments, with Hinchingbrooke Park located beyond these developments approximately 50m to the south of the Proposed Development. To the north and east is Views Common, and to the south-east is Views Common Road with development associated with Cambridgeshire Constabulary Headquarters beyond that.

2.3 SITE LOCATION AND CONTEXT

2.3.1 The existing context within which the hospital is located is residential, with typical suburban housing developments located to the south and the west of the Site. Cromwell Academy is situated adjacent to the west of the Site. Immediately to the north of the Site lies Views Common, whilst the 'Constabulary Land' is located to the east. South east of the Site is Hinchingbrooke School. The Site is located on the outskirts of Huntingdon, which is located approximately 1.2km north east. Neighbouring towns that the hospital accommodates include Brampton, Godmanchester, Hartford, Houghton and St Ives.

2.3.2 Hinchingbrooke is well connected via Huntingdon train station which services major hubs such as Luton Airport, London St Pancras, Horsham and Peterborough via the Great Northern Line train service. There are also multiple bus routes within the surrounding area that connect the hospital to Huntingdon Bus Station, Cambridge, St Ives and Hinchingbrooke Park and School, enabling access to Huntingdon, St Ives and Cambridge. The Hospital is also close to the A1 and A14.

2.3.3 The existing green infrastructure surrounding the Site consists mainly of mature trees and broadleaved woodland lining the northern, eastern, and western boundaries of the hospital site. Hinchingbrooke Park lies approximately 50m to the south west of the Hospital. The park covers 150 acres of open grassland, mature woodland and two large lakes and is located within the estate of Hinchingbrooke House as a non-designated heritage asset. The park includes a mix of play areas, a café, wildflower meadows and wetlands, and dedicated footpaths, providing recreational facilities at the park. Directly to the north of the Site is Views Common, an open area of greenfield land.

2.3.4 Directly to the east of the site is an area of greenfield land known as the 'Constabulary Land' which is owned principally by Cambridgeshire Constabulary and also in part by National Highways which owns the strip of land either side of Views Common Road. This area of 'Constabulary Land is bordered by Views Common Road to the east and areas of woodland to the north, south and west. As outlined within **Chapter 1: Introduction**, the Trust is currently in discussions to acquire the 'Constabulary Land' as part of the Proposed Development. Further details related to the purpose of this land if acquired for the Proposed Development are outlined within **Section 2.5.16 and 2.5.19** below.

2.3.5 A number of schools are located in the surrounding area including Hinchingbrooke Park Preschool and Cromwell Academy less than 200m adjacent to the west of the Site, Cromwell Park Play Group and Busy Bees located 600m within Hinchingbrooke Business Park further to the north west, and Hinchingbrooke Performing Arts and Hinchingbrooke School located 310m south east of the Site.

2.3.6 230m east of the Site is the Cambridgeshire Constabulary Headquarters and the Cambridgeshire Fire and Rescue Service Headquarters.

2.4 SUMMARY OF ENVIRONMENTAL BASELINE

2.4.1 The eastern extents of the Site are located within Huntingdon Conservation Area. The Grade I listed Hinchingbrooke House, a late 16th to early 17th century stately home that has been the residence of the Cromwell family is located approximately 250m to the south of the Site. As outlined in **Section 2.3.3** above, Hinchingbrooke Park lies approximately 50m to the south west of the Hospital. The Park is a non-designated heritage asset located within the estate of Hinchingbrooke House. Further information is detailed in **Chapter 5: Archaeology and Built Heritage**.

2.4.2 Portholme Site of Special Scientific Interest (SSSI) lies approximately 520m to the south east of the Site and Portholme Special Area of Conservation (SAC) approximately 720m in the same direction. Approximately 1.7km to the west is Brampton Racecourse SSSI.

2.4.3 The undeveloped parts of the Site are primarily modified grassland that is managed throughout the majority of the Site. Priority Habitat Inventory Deciduous Woodland is located within and directly borders the Site to the north with patches to the west and east. The woodland surrounding the Site consists mainly of mature trees and broadleaved woodland lining the northern, eastern, and western boundaries as detailed in **Section 2.3.3.** Towards the western corner of the Site there is also a small pond.

2.4.4 The detailed flood map provided by the Environment Agency identifies that the Site is located within Flood Zone 1. The River Great Ouse is located approximately 400m to the south of the Site.

2.4.5 Further detail on the environmental baseline designations is set out in each of the environmental topic chapters in this report and illustrated on **Appendix A: Figure 2-2 – Environmental Features Map**.

2.5 DESCRIPTION OF THE PROPOSED DEVELOPMENT

INTRODUCTION

2.5.1 As set out in **Chapter 1: Introduction**, the Proposed Development is proposed to include the following elements:

2.5.2 Full planning permission for:

- Demolition of the existing hospital buildings, except the Treatment Centre, New Main Operating Theatres, Woodlands Cancer Centre, Cambridgeshire Constabulary SARC facility and the East of England Ambulance Service NHS Trust station which are fully operational, in good condition and are to be retained and operate alongside the new hospital buildings
- Construction of a new 33kV Primary substation
- Construction of a new temporary deck on the existing north car park
- Construction of modular office accommodation
- Construction of an access road (subject to acquisition of the ‘Constabulary Land’)
- Construction of a permanent surface level car park (subject to acquisition of the ‘Constabulary Land’)
- Site wide infrastructure
- Construction of a new hospital-related ancillary office, research, admin and education facilities (the ‘People Hub’, although this remains subject to an options appraisal at Outline Business Case stage)

2.5.3 Outline planning permission for:

- Construction of the new hospital buildings
- Construction of a permanent multi-storey car park on the existing site (required only if the 'Constabulary Land' is not acquired)

Need for a New Hinchingbrooke Hospital

2.5.4 Hinchingbrooke Hospital was built in 1983 and is one of four hospitals in the East of England affected by structural issues relating to the concrete panels used in the construction of significant parts of the hospital site. These panels, called Reinforced Autoclaved Aerated Concrete (RAAC) were reviewed in a site-wide survey carried out by structural engineers when the issue first came to light in 2019. Remedial actions were taken where any faults were detected to ensure all buildings were safe to be used. The Trust continues to undertake annual surveys of the RAAC buildings and carry out failsafing and structural intervention as required. This work is funded by the National RAAC Programme overseen by NHS England.

2.5.5 Due to the presence of significant elements of RAAC concrete in the existing buildings on site, Hinchingbrooke Hospital has been identified by the 'NHS New Hospital Programme' (NHP) as one of a handful of hospitals which are a priority for comprehensive redevelopment. The then Secretary of State for Health and Social Care formally announced the inclusion of Hinchingbrooke Hospital Redevelopment in the New Hospital Programme in May 2023.

2.5.6 The redevelopment of the Site will stimulate economic growth in the area, bringing with it opportunities for employment and businesses. In addition, a new Hinchingbrooke Hospital has the potential to play a key role in helping the NHS locally to create a truly integrated care system. The three key aspirations of this new Hospital include the following:

- Help people stay healthy
- Where people are unwell, provide care and support as close to their home as possible so they do not need to attend hospital
- If hospital care is necessary, ensure people are seen and treated quickly and safely discharged back home as soon as they are able, with the support in place to help them stay there

HOSPITAL DEVELOPMENT

The People Hub

2.5.7 A new hospital-related ancillary office, research, admin and education facilities building (the 'People Hub') will be built in the north east corner of the Site. The building will be up to six storeys in height. As stated in **Section 2.5.2**, the specific design aspects with respect to height, scale, massing and footprint are subject to the outcome of an options appraisal process which is currently being undertaken.

Clinical Buildings

2.5.8 The redevelopment of the Site provides an opportunity for a new state of the art facility for the people of Huntingdon and the surrounding area, which will transform healthcare for local people. The clinical buildings will be located within the northern extents of the existing site and be built in phases.

2.5.9 The new hospital will maintain the existing level of service provision and will therefore be of a similar floorspace and scale to the existing hospital, with comparable staff numbers and patient capacity. The existing hospital floor area is 58,400m^2 and the new build will be up to 62,000 m^{2,} with the

retention of some of the existing estate taking the new buildings plus retained buildings to up to 78,000 m^2 The area of the Site taken up by the new hospital will be reduced as the footprint of the building will be smaller and arranged over multiple floors.

2.5.10 In order to maintain this continuity of service, rather than close the existing hospital while redevelopment takes place, plans have been developed to allow for a concentrated redevelopment of the hospital buildings on a part of the Site where land can be cleared without interruption to existing services and new hospital buildings built and delivered while the existing hospital remains operational during construction.

2.5.11 Following construction of the new hospital buildings, health care facilities will be transferred to the new buildings, with phased decommissioning and demolition of the old/existing hospital buildings which are not being retained.

2.5.12 The new hospital buildings will include the following:

- Construction of a new replacement hospital building
- Construction of the 'People Hub' (as stated in Section 2.5.2, subject to a separate options appraisal at Outline Business Case stage of the approvals process).

2.5.13 The new hospital buildings will be up to nine stories in height including lower ground level and roof top plant and will extend to approximately 58,000 sqm.

2.5.14 The hospital will contain the following clinical and support functions and departments:

- Emergency Care
- Critical Care
- Ambulatory Care
- Maternity
- Daycare
- Children's in and outpatient
- Operating Theatres
- Pathology and Labs
- Medical Imaging and Diagnostics
- Education/ Training
- Pharmacy
- Mortuary
- Inpatient Wards
- Non clinical and clinical support services and plant external

Car Parking

Car Parking Provision During Construction

- **On Site Temporary North Deck Car Park**. Construction of an additional temporary deck to the North Car Park

Car Parking Provision During Operation

2.5.15 As detailed in **Chapter 1: Introduction**, the Trust is currently in discussions regarding the acquisition of the 'Constabulary Land', located directly adjacent to the east of the existing hospital site. If acquired, this land would be used to provide a new surface level car park for up to 700 spaces (including ground source heat pumps, as part of the Trust's commitment to achieving Net

Zero Carbon) to support the operation of the new hospital. Additionally, the land would be used for a construction and / or permanent access road which is described further in **Section 2.5.24**.

2.5.16 Should the 'Constabulary Land' not be acquired, a new multi-storey car park would be constructed as a means of providing the majority of spaces needed for the operational hospital. The permanent multi-storey car park would be contained in the south east of the Site. The car park would be up to 3 levels and provide up to 660 spaces.

2.5.17 A strategy for increasing the amount of secure cycle parking for staff and visitors will also form part of the Proposed Development. This will also include the provision of changing facilities for staff to encourage a greater number of people to travel to the hospital site by bicycle. This will be one of the key measures in an updated Green Travel Plan for the Site, which will incentivise greater use of public transport, reducing single occupancy vehicle trips and other measures to provide alternatives to car travel as part of the Trust's Carbon reduction strategy. The Green Travel Plan will allow measurement, monitoring and agreement on management strategies and will be a key part of the carbon reduction strategy delivered through the Proposed Development and will help to offset the need to provide significant levels of additional parking.

Transport and Access Arrangements

Construction and Operational Phases

2.5.18 As described in **Section 2.2.4** above, vehicular access to the existing hospital is provided via four access points on Hinchingbrooke Park Road (two, two way access / entrances, a one way access and a one way exit. Further details are outlined within **Chapter 13: Transport and Access**). The future vehicular access strategy to the Site will be via a new access, with four options currently being optioneered:

- **Option 1a: 'Constabulary Land'**– this would be a permanent access and is the current preferred option: Should this land become available permanently, a new priority T-Junction with a right-turn ghost island lane would be provided off Views Common Road. A new access road would be created across the open land, tying in with the existing hospital access road (minimising the impact on the existing tree belt). This access would form part of both the construction and operation access solution, with additional and alternative access available via Hinchingbrooke Park Road and the existing main access
- **Option 1b: 'Constabulary Land'**– this would be a temporary access: Should the open land between Views Common Road and the southern boundary of the existing hospital site become temporarily available, a new priority T-Junction would be provided off Views Common Road
- **Option 2: Hinchingbrooke Park Road** – this would take the form of two priority T-junctions, with ghost-island right-turn lanes. The existing Hinchingbrooke Park Road / Hospital (EEAST) priority T-Junction would be widened and upgraded, whilst the existing Hinchingbrooke Park Road / Hospital (Swallow Lodge) priority T-junction would (in the fullness of time once demolition in the area has occurred), be relocated 30m northward (to allow sufficient junction spacing and to maximise right-turn storage lanes) and widened as necessary. These accesses would form part of both the construction and operation access solution, with additional and alternative access available via Hinchingbrooke Park Road and the existing main access. If required, a temporary construction access could also be provided via Parkway, connecting into the north-west corner of the existing staff car park

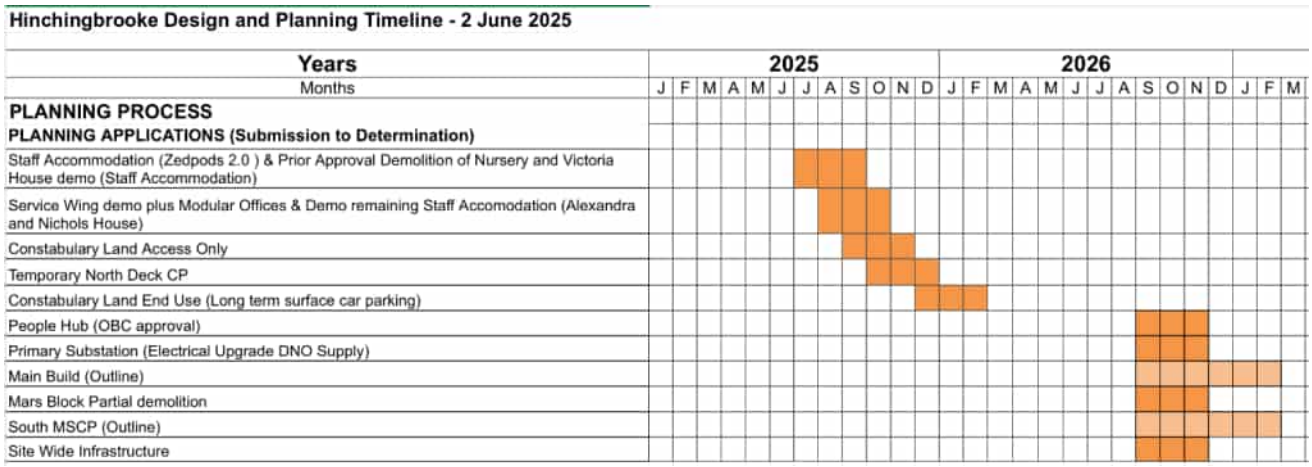
- **Option 3: Kingfisher Way / Parkway**: Consideration has been given regarding accessing the hospital via Kingfisher Way / Parkway. Currently, this route serves as an emergency route (emergency gate at the intersection of Kingfisher Way / Parkway) into the hospital from the A141 and roads to the north / west of the existing hospital. The opportunity to expand this to an all-user route has been explored

CONSTRUCTION PROGRAMME

2.5.19 The current indicative construction programme is set out in **Plate 2-1** below. Further details on the phasing of the construction are presented in **Appendix A: Figure 2-3 – Phasing Plan**.

2.5.20 This programme will be updated where relevant and will be set out in more detail in the ES. The assessments undertaken will take account of the programme identified.

Plate 2-1 - Indicative Construction Programme



ENERGY STRATEGY

2.5.21 To support the operational requirements of the new hospital, a new 33kV primary substation will be constructed in the north west of the Site.

2.5.22 The Energy Strategy will largely follow the energy hierarchy: 'Be Lean', 'Be Clean', 'Be Green' and a commitment made to 'Be Seen'.

2.5.23 The Energy Strategy will be structured to target and achieve net zero operational energy aligning to the NHS/NHP Net Zero Building Standard, UK Net Zero Building Standard targets and exceeding the requirements of the Building Regulations Approved Document Part L2A 2013.

2.5.24 The main deliverable around the energy strategy will be to provide an Energy Performance Report that includes:

- Energy Modelling Results: Using approved software to demonstrate predicted Energy Use Intensity (EUI) targets. Include dynamic simulations for accurate predictions. This detailed computatil modelling will be undertaken using IES software at RIBA stage 2 once the building massing has been finalised
- Energy Reduction Strategies: Detail how at least a 30% reduction in BRUKL/EPC energy consumption compared to a baseline building will be achieved
- Renewable Energy Integration: Outline plans for on-site renewable energy generation (e.g., solar PV, wind turbines) and any off-site renewable energy procurement
- Compliance with TM54 Guidelines: Ensure energy performance is assessed according to CIBSE TM54: Evaluating Operational Energy Performance of Buildings

2.5.25 Further details can be found within the Energy Strategy and Energy Modelling[13].

SUSTAINABILITY

2.5.26 The Proposed Development will be as environmentally sustainable and 'green' as possible to meet the NHS's national net zero emissions target by 2040. The Trust published its Green Plan in 2022 which set these targets to be net zero for direct emissions by 2040 and indirect by 2045. Various energy generation methods will be explored, aiming to achieve a carbon-neutral site.

[13] WSP (2025). Energy Strategy and Energy Modelling.

2.5.27 A whole life carbon approach will be adopted, addressing both operational and embodied carbon throughout the building's lifecycle. The operational carbon hierarchy employs a 'fabric first' approach, focusing on:

- Be Lean: Designing efficiently (fabric and HVAC) to minimise energy demand
- Be Clean: Utilising clean and efficient energy supplies
- Be Green: Integrating renewable energy solutions
- Seen: Implementing effective metering and monitoring systems for actionable data

2.5.28 The Proposed Development will operate fossil-fuel-free, relying on all-electric heating and cooling systems (with the exception of backup generators) powered by heat pumps and complemented by on-site solar photovoltaics. A focus will also be made on reducing embodied carbon through a structured hierarchy that prioritises early opportunities to save carbon, including challenging conventional design approaches. Strategies like using low-carbon materials, optimising structural design, and sourcing recycled content will further lower upfront carbon impacts.

2.5.29 This comprehensive approach aligns with the NHS Net Zero Carbon Building Standard, and the Proposed Development's commitment to creating a hospital that is operationally efficient and low-carbon throughout its entire lifespan.

3 APPROACH TO EIA

3.1 INTRODUCTION

3.1.1 This chapter sets out the proposed approach and methodology relating to the EIA process and preparation of the ES. The ES will contain the information specified in Schedule 4 of the EIA Regulations. The approach to the assessment will be informed by current best practice guidance.

3.1.2 A detailed overview of the guidance and methodology adopted for each environmental topic is provided within the respective environmental chapters of this report.

3.2 CONSULTATION

3.2.1 As part of the EIA process, consultation will be undertaken with a range of statutory and non-statutory consultees. It is anticipated at this stage that consultees will include the following:

- Local Planning Authority: Huntingdon District Council (HDC).
- Statutory Consultees:
  - Historic England
  - Natural England
  - Environment Agency
  - Anglian Water
- Other Key Stakeholders:
  - Cambridgeshire County Council (CCC) as the Lead Local Flood Authority (LLFA)
  - CCC Environmental Health Department
  - HDC Landscape Officer
  - HDC Biodiversity Officer
  - HDC Environmental Health Department
  - HDC Contaminated Land Officer
  - HDC Conservation Officer

3.2.2 Details on factor specific consultation are presented in the 'consultation' section of each of the environmental topic chapters.

3.3 CONSIDERATION OF ALTERNATIVES

3.3.1 Schedule 4, Paragraph 2 of the EIA Regulations states that an ES should include:

'a description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects'.

3.3.2 To accord with the EIA Regulations, a review of reasonable alternatives will be considered, which may include the following:

- Alternative scheme options
- Scheme design iterations
- 'Do Nothing' scenario

3.3.3 As part of the iterative design process the Proposed Development has and will continue to evolve to take account of environmental constraints and opportunities and respond with alternative scheme options / scheme design iterations which will be reported within the Consideration of Alternatives chapter within the ES.

3.4 DEFINING THE STUDY AREA

3.4.1 Topic-specific study areas differ depending on the requirements of the specific topic, sensitive receptors and the approach to assessment/methodology following specific guidelines and legislation. As such, study areas relating to specific environmental topics are defined/justified in the relevant environmental topic chapters of this report (**Chapters 4-14**).

3.5 ESTABLISHING BASELINE CONDITIONS

3.5.1 Likely significant effects as a result of the Proposed Development will be described in the ES in relation to the deviation from the baseline environment within the Site or / and relevant technical study areas. The baseline environment will comprise the existing environmental characteristics and conditions, based upon surveys undertaken and information available at the time of the assessment.

3.5.2 The approach to establishing baseline conditions is set out in the relevant environmental topic chapters (**Chapters 4-14**). Environmental effects as a result of the Proposed Development will be described in the ES in relation to the extent of changes to the existing baseline environment as a result of the demolition, construction and/or operation of the Proposed Development.

3.6 ESTABLISHING FUTURE BASELINE CONDITIONS

3.6.1 Future baseline conditions refer to the description of the likely evolution of the baseline scenario without the implementation of the Proposed Development, as far as natural changes from the baseline scenario can be assessed with reasonable effort and on the basis of available environmental information and scientific knowledge.

3.6.2 The ES will take account of readily available information, such as local planning policy and climate change scenario data to provide a description of the natural changes in the local environment over an appropriate timescale. The description of the future baseline conditions will be presented in the Project Description chapter of the ES.

3.7 APPROACH TO MITIGATION

3.7.1 Mitigation measures will be identified and incorporated into the design, as environmental assessments are undertaken, and any potentially higher magnitude impacts identified. In this way, the proposal presented within the final design for the Proposed Development will have incorporated mitigation measures directly into the design process, and the findings and conclusions of the environmental assessments will reflect the incorporation of those measures.

3.7.2 Most mitigation measures are considered likely to be embedded within the design rather than as ‘add-on’ measures to ameliorate significant environmental effects. The evolution of the design, therefore, will be reported clearly in the ES, including the rationale behind the preferred choice of the Proposed Development’s design.

3.7.3 All other measures, such as a Construction Environmental Management Plan (CEMP), proposed as mitigation will be reported within the relevant section of the ES. The mechanism by which these measures will be carried through and implemented on site during installation and operation will also be made clear.

3.7.4 The proposed mitigation strategy comprises steps identified in **Table 3-1** below.

Table 1-2 – Mitigation Strategy

Measure	Strategy
Avoidance	Where viable, the Proposed Development will be re-designed to avoid impacts.
Reduction	Reduction will be considered when the avoidance of impacts is not considered possible or are deemed impractical.
Compensation	Where the potential for avoiding and reducing impacts is not considered possible, consideration will be given to compensation for residual effects to make the proposal more environmentally acceptable.
Remediation	Where adverse effects are unavoidable, consideration will be given to limiting the level of impact by undertaking remedial work.

3.7.5 Proposed 'embedded' environmental design measures that are considered to be an inherent part of the Proposed Development will be set out in the ES. These will include those in relation to, but not limited to, aspects such as minimisation of the waste generation through responsible procurement of material to avoid wastage.

3.8 CONSIDERATION OF HUMAN HEALTH

3.8.1 Schedule 4, Paragraph 5(d) of the EIA Regulations requires the EIA to consider the risks to human health as a result of the Proposed Development. Human health is not clearly defined in the Regulations, nor is the best approach to effectively assess health as part of the EIA process.

3.8.2 An assessment of the impact of the Proposed Development on human health will be referred to in the following topic chapters:

- Air Quality
- Ground Conditions and Contamination
- Materials and Waste
- Noise and Vibration
- Socio-economics and Human Health
- Landscape and Visual Impact Assessment

3.8.3 The Proposed Development will provide indirect health benefits as a consequence of encouraging active travel, as well as from employment opportunities during the demolition, construction and operational stages. A series of recommendations will be developed where necessary to mitigate adverse health impacts and enhance beneficial effects. These recommendations will be secured through inclusion in the design of the Proposed Development or via planning conditions.

3.8.4 There will be no standalone Health Impact Assessment (HIA) undertaken to support the EIA or planning application.

3.9 ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

3.9.1 The EIA will be undertaken in the context of and considering the above details and relevant planning policy at national, regional and local levels. Legislation, policy and guidance which relates to specific technical disciplines will be considered as appropriate within the ES and discussed within the relevant technical chapters.

3.9.2 The assessment will consider effects at the construction and operational stages. The definitions of these are presented below:

- **Construction**: This includes work required to prepare the site for construction, including demolition, earthworks, remediation (if required) and any archaeological excavation
- **Operation**: This relates to effects once the development is constructed and in use or occupied

3.9.3 Each technical specialist will consider and assess effects considering the geographical extent of any given effect. The assessments of the likely significant effects for each discipline will consider both the construction and operational stages of the Proposed Development. Several criteria will be used to determine if the potential effects of the Proposed Development are 'significant'.

3.9.4 The effects will be assessed quantitatively wherever possible. The significance rating will take account of the following criteria:

- Likelihood of occurrence
- Geographical extent
- Adherence of the proposals to legislation and planning policy
- Adherence of the proposals to international, national and local standards
- Sensitivity of the receiving environment or other receptor
- Value of the affected resource
- Whether the effect is temporary or permanent
- Whether the effect is short, medium, or long-term in duration
- Whether the effect is reversible or irreversible
- Inter-relationship between effects (both cumulatively and in terms of potential effect interactions)
- The consultation responses

3.9.5 The effects that are considered to be significant, prior to mitigation, will be identified in the ES. The classification of effects reflects professional judgements as to the environmental sensitivity of the affected receptor(s) and the nature and magnitude of the predicted changes. For example, a high magnitude of change to a feature or site of low environmental sensitivity will comprise a lower classification of effect than the same impact to a feature or site of high environmental sensitivity.

3.9.6 The following terms will be used in the ES, unless otherwise stated within individual chapters, to determine the significance of effects:

- **Major beneficial or adverse effect** – where the Proposed Development would cause a large improvement or deterioration to the existing environment
- **Moderate beneficial or adverse effect** – where the Proposed Development would cause a noticeable improvement or deterioration to the existing environment
- **Minor beneficial or adverse effect** – where the Proposed Development would cause a small improvement or deterioration to the existing environment
- **Negligible** – no discernible improvement or deterioration to the existing environment as a result of the Proposed Development will occur

3.9.7 Effects which are deemed to be significant for the purpose of this assessment are those which are described as being moderate or major beneficial or adverse. The determination of significance will be detailed within each technical chapter of the ES, as appropriate.

3.9.8 Summary tables that outline the potential effects associated within an environmental discipline (e.g., local air quality), potential mitigation measures and residual effects will be provided in the ES. A distinction will be made between direct and indirect; short and long-term; permanent and temporary; primary and secondary; cumulative; beneficial and adverse. The matrix provided as **Table 1-3** will be used during the EIA to determine the significance of any given effect.

Table 1-3 – Matrix for determining significance of effect

		Sensitivity Of Receptor / Receiving Environment To Change			
		High	**Medium**	**Low**	**Negligible**
Magnitude Of Change	**High**	Major	Major	Moderate	Negligible
	Medium	Major	Moderate	Minor To Moderate	Negligible
	Low	Moderate	Minor To Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

3.9.9 Best practice and guidance stipulate that certain technical disciplines are required to follow topic-specific criteria for determining significance. Where this is the case, the criteria to be used will be presented clearly in the methodology section of the technical chapters within the ES.

3.10 ASSESSMENT OF MAJOR ACCIDENTS AND DISASTERS

3.10.1 Schedule 4 of the EIA Regulations[14] states that an ES must include the following:

3.10.2 "*A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned…. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies*".

3.10.3 **Appendix B – Major Accidents and Disasters (MA&D) Screening** contains a screening assessment for MA&D. The assessment outlines the vulnerability of the Proposed Development to MA&D during its construction, operation and maintenance, and decommissioning, caused by natural hazards or manmade hazards (including operational failure), and any potential significant effects. It also considers impacts to receptors arising from MA&D affecting the Proposed Development (which

[14] Town and Country Planning (Environmental Impact Assessment) Regulations (2017), Schedule 4. UK Statutory Instruments 2017 No. 571. Available online at: https://www.legislation.gov.uk/uksi/2017/571/schedule/4/made [Last accessed: 28/03/2025].

is described in **Chapter 2 –Description of the Site and of the Proposed Development** of this EIA Scoping Report).

3.10.4 The assessment considered a long list of all possible MA&D groups, categories and types which were reviewed to rule out any potential MA&D that were considered highly unlikely to occur due to the location of the Proposed Development. This screening process has identified that MA&D can be scoped out from further assessment in the ES.

3.11 INTERACTION OF ES WITH OTHER PLANNING APPLICATION DOCUMENTS

3.11.1 A number of documents which will inform the ES, and should be read in conjunction with the ES, will be submitted as standalone planning application documents. These include but are not limited to the following:

- Wind Microclimate Assessment (Appendix C – Wind Microclimate Assessment)
- Daylight, Sunlight and Overshadowing Assessment (Appendix D – Daylight, Sunlight & Overshadowing Assessment)
- Transport Assessment
- Flood Risk Assessment
- Tree Survey / Arboricultural Impact Assessment

3.11.2 Other application documents which will provide a greater level of detail on how the Proposed Development is likely to come forward or how the Proposed Development complies with policy are outlined below. These are in line with HDC's validation checklist:

- Elevations and Plans
- Design and Access Statement
- Planning Statement
- Parking Provision

3.12 SCOPING OUT OF ES TOPICS

3.12.1 As part of the EIA process and based on the information available to date, there are a number of environmental factors, as listed within Schedule 4 of the EIA Regulations 2017 for which it is considered an assessment as part of the EIA is not justified and therefore will not be considered in the ES.

3.12.2 This section provides a review of those environmental factors which are proposed to be scoped out of the EIA process, as a result of an understanding of both site sensitivities and the evolving design and the detailed requirements of the EIA process for each factor. This approach has been informed by the professional judgement of the EIA team as well as a sound understanding of the objectives of the range of supplementary assessments which are being submitted as part of the validation requirements to support the planning application (see **Section 3.11.1**).

3.12.3 The factors which are proposed to be scoped out of the ES and which are referred to in detail below include:

- Daylight, Sunlight and Overshadowing
- Water
- Wind Microclimate

3.12.4 The environmental factors proposed to be scoped out of the ES, and reasons for them being scoped out, are set out in further detail in **Table 3-4**. **Section 3.10** and **Appendix B - MA&D Screening** demonstrate the screening of the risks posed by MA&D, the findings of which were that the Proposed Development is not anticipated to result in significant effects and therefore this should be scoped out. As a result MA&D does not feature in **Table 3-4** below.

Table 1-4 – Factors to be scoped out of the EIA process

Environmental Factor	Site Sensitivities	Reasons for scoping out of EIA process
Daylight, Sunlight and Overshadowing (DSO)	The existing context within which the hospital is located is residential, with typical suburban housing developments to the south and west of the Site. The Site is on the outskirts of Huntingdon just outside the city of Cambridge. Sensitive receptors include adjacent residential properties, schools, and any other buildings that require natural light for their operation. These areas are where occupants reasonably expect to receive daylight and sunlight, including the proposed amenity areas within and off-Site.	Based on a review of the documents available for the Proposed Development, it is recommended that the DSO study will be conducted as a stand-alone report and scoped out of the ES. This recommendation is based on the expectation that any issues arising from the assessment are likely to be localised and can be resolved through design adjustments, which will be the focus of this standalone analysis. The standalone study will be included within the ES as **Appendix D – Daylight, Sunlight and Overshadowing Assessment**.
Water	The Proposed Development and the Constabulary Land are located north of the Alconbury Brook and River Great Ouse. The Alconbury Brook flows to the east, with the confluence with the River Great Ouse being approximately 1.5km east of the Proposed Development. In relation to groundwater vulnerability, the Proposed Development and the Constabulary Land site is classified as Medium - Low and Low groundwater vulnerability. The Proposed Development and The Constabulary Land are not located within any Source Protection Zone (SPZ). The Site and the Constabulary Land are not located in an area classified as having aquifer designation for bedrock. However, the Proposed Development site is in an area classified as being Secondary A and Secondary (undifferentiated) for superficial drift. The entire Site and the Constabulary Land are underlain by Oxford Clay Formation – Mudstone bedrock geology. The overlying superficial geology comprises of a large area of Oadby Member – Diamicton. Boreholes that are located within a 1km radius of the Site and the Constabulary Land (TL27SW9, TL27SW167, TL27SW29 and TL27SW28) shows the Site is surrounded by a thick layer clay formation and has potential to suggest that infiltration is not a viable method of drainage. The Site and the Constabulary Land are located with Flood Zone 1. Flood Zone 1 is defined as land less than a 0.1% annual probability or 1 in 1000 year of river or sea flooding.	The surface water flooding, surface water quality, groundwater quality and flow to the surrounding area at the Site and the Constabulary Land are to be managed within the CEMP and the surface water drainage strategy. The changes to the surface water quantity will be managed through the surface water drainage strategy. Water supply, wastewater and wastewater infrastructure requirements are not expected to be significant compared to the baseline. The Site and the Constabulary Land are not at risk of reservoir flooding, groundwater flooding, or sewer flooding. Taking account of the baseline information and proposed mitigation measures outlined above, it is not anticipated that there would be any significant effects for Water. Therefore, it is proposed that Water is scoped out of the EIA.

Environmental Factor	Site Sensitivities	Reasons for scoping out of EIA process
	The Environment Agency's reservoir risk has been deemed as unlikely for the Site and the Constabulary Land. The sewer flooding for the Site and the Constabulary Land is currently unknown and we are unaware of any significant flooding from sewers in the area but will be conducted as part of the Flood Risk Assessment stage.	
Wind Microclimate	The wind microclimate around an urban environment is affected by terrain, buildings, and other obstructions. The introduction of a new building development can affect the local wind flow patterns, which can produce an uncomfortable and/or unsafe wind environment at pedestrian level. This is particularly important for buildings which are taller than their surroundings. Fast-moving high-level winds can downdraft to street level along windward faces of buildings. As air then moves into the low-pressure wake of the building, it can accelerate around corners and/or through restrictions, causing localised regions of relatively high wind speed.	Based on a review of the documents available for the Proposed Development, it is recommended that the Wind Microclimate assessment will be conducted as a stand-alone report and scoped out of the ES. This recommendation is based on the expectation that any issues identified through the assessment can be resolved through design and local mitigation, which will be the focus of this stand-alone analysis. The standalone study will be included within the ES as **Appendix C – Wind Microclimate Assessment**.

4 AIR QUALITY

4.1 INTRODUCTION

4.1.1 The ES chapter for Air Quality will assess the predicted environmental effects arising from air quality impacts due to the Proposed Development.

4.1.2 The chapter will set out the relevant legislation and policies concerning air quality and development, along with the methodology for assessing the environmental effects predicted during the construction (including demolition) and operational (completed development) phases. It will provide an overview of the baseline conditions and will identify sensitive receptors that may be affected by the Proposed Development; address the potential air quality impacts; determine the likely significance of environmental effects arising from the Proposed Development during the demolition/construction phase and operation/completed phase; provide recommendations for mitigation that would reduce or offset any adverse effects; and define any residual effects (those that might remain after mitigation) and, where required, cumulative effects.

4.1.3 The chapter will be supported by technical appendices containing supporting information.

4.1.4 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

4.2 CONSULTATION

4.2.1 No consultation has been completed for air quality at this stage. Consultation will be completed in the future with HDC. This will be to confirm the scope and methodology once more information is available regarding vehicle trip generation and on-site energy generation.

4.3 STUDY AREA

4.3.1 With limited detail regarding the Proposed Development available at scoping stage, the air quality study area has been limited to within 2km of the Proposed Development. The study area is within the local authority boundary of HDC.

4.3.2 At ES stage, when more detail concerning areas subject to demolition and construction activities and roads subject to changes in traffic become available, the study area will be re-defined. , having regard to best practice guidance for air quality assessment published by the Institute of Air Quality Management (IAQM)15.

4.3.3 For assessment of the local air quality impacts due to changes in road traffic, the study area would be limited to within 200m of affected roads - i.e., roads with small changes that cannot simply be ruled out as unlikely to give rise to a significant effect. The extent of this study area would also be limited by the available traffic data for the Proposed Development.

4.4 OVERVIEW OF BASELINE CONDITIONS

4.4.1 To provide an overview of baseline conditions in relation to air quality, data and information from the following sources have been reviewed:

[15] Institute of Air Quality Management, 2025. *Guidance*. [Online] Available at: https://iaqm.co.uk/guidance/ [Accessed 28 March 2025].

- HDC 2024 Air Quality Annual Status Report (ASR)[16] for data and information concerning local air quality within the HDC area
- Department for Food, Environment and Rural Affairs (Defra) UK AIR Information Resource website[17] providing details of Air Quality Management Areas (AQMA)[18] and background pollutant concentrations[19]
- Environment Agency 2023 Pollution Inventory[20] for major industrial sources of air pollution.
- Ordnance Survey OpenData map products[21] and Google Earth satellite imagery[22] for source and receptor locations
- Multi-Agency Geographic Information for the Countryside (MAGIC)[23] for locations of designated nature conservation sites
- Air Pollution Information System (APIS) website[24] for data and information concerning ammonia concentrations, and rates of nitrogen and acid deposition at designated nature conservation sites

4.4.2 The main sources of air pollution include the A1(M) to the west, the A1307 to the south, the B1043 running north-south near Alconbury Hill, and the A141 and B1090 to the east and southeast. There are no notable industrial sources of local air pollutants within 2km of the Proposed Development[20].

4.4.3 Through legislation[25], local authorities are responsible for Local Air Quality Management (LAQM). HDC is therefore required to monitor local air quality and report annually on compliance with the Government's national air quality objectives[26]. Where an objective is not met the existing hospital is located near Huntingdon AQMA, which is approximately 300m to the north and 400m to the east of the existing hospital. The AQMA encompasses the southern part of the town centre, bounded largely by the A141 to the west, A14 to the south and the River Great Ouse to the east; it was declared by HDC in 2005 for exceedances of the national air quality objective for annual mean of nitrogen dioxide (NO_2) in ambient air.

4.4.4 HDC monitors local air quality and reports annually at Pathfinder House, which is at roadside on the B1514 Castle Moat Road in Huntingdon. See **Table 4-1**, **Table 4-2** and **Table 4-3** below.

Table 4-1 – HDC Automatic Monitoring Annual Mean NO_2 Concentrations – 2019 to 2023

16 Huntingdon District Council, 2024. *2024 Air Quality Annual Status Report: In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021.* [Online] Available at: https://www.huntingdonshire.gov.uk/media/qtreahla/2024-air-quality-annual-status-report-asr-for-the-year-2023.pdf [Accessed 28 March 2025].

17 Department for Environment Food & Rural Affairs, 2025. *UK AIR: Air Information Resource.* [Online] Available at: https://uk-air.defra.gov.uk/ [Accessed 28 March 2025].

18 Department for Environment Food & Rural Affairs, 2025. *Air Quality Management Areas (AQMAs).* [Online] Available at: https://uk-air.defra.gov.uk/aqma/ [Accessed 28 March 2025].

19 Department for Environment Food & Rural Affairs, 2021. *Background Mapping data for local authorities - 2021.* [Online] Available at: https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021 [Accessed 28 March 2025].

20 Environment Agency, 2025. *Pollution Inventory*. [Online] Available at: https://www.data.gov.uk/dataset/cfd94301-a2f2-48a2-9915-e477ca6d8b7e/pollution-inventory [Accessed 28 March 2025].

21 Ordnance Survey, n.d. *OpenData Downloads.* [Online] Available at: https://osdatahub.os.uk/downloads/open [Accessed 28 March 2025].

22 Google, 2025. *Google Earth Pro.* Online] Available at: https://www.google.com/intl/en_uk/earth/about/versions/.

23 Department for Environment Food & Rural Affairs, 2025. *MAGIC.* [Online] Available at: https://magic.defra.gov.uk/ [Accessed 28 March 2025].

24 UK Centre for Ecology and Hydrology, 2025. *Air Pollution Information System.* [Online] Available at: https://www.apis.ac.uk/ [Accessed 28 March 2025].

25

26 The National Archives. *The Air Quality (England) Regulations 2000.* [Online] Available at: https://www.legislation.gov.uk/uksi/2000/928/contents/made

Site ID	Site Type	Distance from Proposed Development	Annual Mean NO_2 Concentration, micrograms per cubic metre ($\mu g/m^3$)				
			2019	2020	2021	2022	2023
Pathfinder House (PFH)	Roadside	1.4	37.0	25.0	27.0	28.2	25.0
Air quality objective			40µg/m^3				

Table 4-2 – HDC Automatic Monitoring Annual Mean PM_{10} Concentrations – 2019 to 2023

Site ID	Site Type	Distance from Proposed Development	Annual Mean NO_2 Concentration ($\mu g/m^3$)				
			2019	2020	2021	2022	2023
PFH	Roadside	1.4	15.8	14.0	15.0	14.8	13.5
Air quality objective			40µg/m^3				

Table 4-3 – HDC Automatic Monitoring Annual Mean $PM_{2.5}$ Concentrations – 2019 to 2023

Site ID	Site Type	Distance from Proposed Development	Annual Mean NO_2 Concentration ($\mu g/m^3$)				
			2019	2020	2021	2022	2023
PFH	Roadside	1.4	8.7	8.0	8.0	8.3	7.0
Air quality objective			20µg/m^3				

4.4.5 For all pollutants monitored at location PFH, there have been no exceedances recorded in the period 2019 to 2023. There is a general downward trend for all pollutant annual mean concentrations between 2019 and 2023.

4.4.6 Passive diffusion tube monitoring of annual mean NO_2 is also carried out by HDC. Annual mean NO_2 monitoring data from passive diffusion tube sites within 2km of the Proposed Development for the years 2019 to 2023 are presented in **Table 4-4**.

Table 4-4 – HDC Passive Diffusion Tube Annual Mean NO_2 Concentrations – 2019 to 2023

Site ID	Site Type	Distance from Proposed Development (km)	Annual Mean NO_2 Concentration ($\mu g/m^3$)				
			2019	2020	2021	2022	2023
Huntingdon 9	Roadside	0.8	28.2	18.3	21.2	21.9	16.4
PFH 1, PFH 2, PFH 3	Roadside	1.4	**40.1**	24.8	26.3	28.2	24.0
Huntingdon 1	Suburban	0.5	16.5	9.8	9.8	10.6	9.1
Huntingdon 2	Kerbside	1.4	23.6	14.9	17.0	17.7	14.6
Huntingdon 3	Kerbside	0.9	35.6	20.5	23.9	22.6	16.8
Huntingdon 4	Kerbside	0.7	27.2	15.4	17.0	17.9	16.0

Site ID	Site Type	Distance from Proposed Development (km)	Annual Mean NO_2 Concentration (µg/m³)				
			2019	2020	2021	2022	2023
Huntingdon 5	Roadside	0.6	23.0	11.0	11.7	12.9	11.0
Huntingdon 6	Roadside	1.4	22.4	14.8	14.9	17.6	14.9
Huntingdon 7	Roadside	0.7	33.5	18.8	21.4	21.5	18.9
Brampton 6	Roadside	1.5	22.5	15.1	16.8	16.8	15.6
Godmanchester 1	Roadside	2.7	19.9	9.30	10.9	11.8	10.9
Wood Green Animal Shelter	Rural	4.9	12.6	9.60	10.4	10.6	9.10
Air quality objective			40µg/m³				

4.4.7 There was one exceedance of the annual mean NO_2 objective in 2019 at co-location PFH1/2/3. The objective was not exceeded at any other location in 2019. The results indicate that annual mean NO_2 concentrations have been below the air quality objective of 40µg/m³ for all locations since 2019. There is a general downward trend of annual mean NO_2 concentrations across the local area.

4.4.8 Diffusion tube Huntingdon 1, on Lodge Close in Huntingdon, is the closest monitoring location to the Proposed Development and is likely to be the most representative of air quality conditions at the Site. The most recent (2023) annual mean NO_2 concentration of 9.1µg/m³, is below the annual mean objective by 30.9µg/m³.

4.4.9 Defra provides mapped estimates of background pollution concentrations for oxides of nitrogen (NOx), NO_2, PM_{10} and $PM_{2.5}$ across the UK at a grid resolution of 1km x 1km, covering each year from 2021 to 2030.

4.4.10 Future year projections have been developed on the base year for the background maps, which is currently 2021. The maps include a breakdown of background concentrations by emission source, including road and industrial sources which have been calibrated against 2021 UK monitoring and meteorological data.

The background NOx, NO_2, PM_{10} and $PM_{2.5}$ annual mean concentrations for the 1km x 1km grid squares encompassing the Proposed Development the current year (2025) and a future year of 2030 are provided in **Table 4-5.**

Table 4-5 - Summary of background pollutant concentrations covering the Proposed Development in 2025 and 2030

Grid Square (centre on O.S. Grid Reference)	NOx (µg/m³)*		NO_2 (µg/m³)		PM_{10} (µg/m³)		$PM_{2.5}$ (µg/m³)	
	2025	2030	2025	2030	2025	2030	2025	2030
522500, 272500	12.7	9.9	9.8	7.7	14.4	14.0	7.3	7.0
522500, 271500	9.2	7.7	7.2	6.1	11.5	11.1	6.6	6.2
520500, 277500	7.0	5.8	5.5	4.6	11.4	11.0	5.9	5.6

Grid Square (centre on O.S. Grid Reference)	NOx (µg/m³)*		NO_2 (µg/m³)		PM_{10} (µg/m³)		$PM_{2.5}$ (µg/m³)	
	2025	2030	2025	2030	2025	2030	2025	2030
525500,270500	11.3	8.9	8.8	7.0	15.1	14.7	7.4	7.0
Air quality objective	30µg/m³ (for the protection of vegetation and ecosystems)		40µg/m³		40µg/m³		20µg/m³	

4.4.11 The reported background concentrations are observed to be below the respective annual mean air quality objectives for all identified pollutants in the current year (2025). Additionally, concentrations of all pollutants are predicted to decrease further by 2030 with the steepest rate of decline predicted to be in NOx and NO_2.

4.4.12 **Table 4-6** shows the background nitrogen deposition (N-dep) rate, acid deposition rate, NOx concentration and ammonia (NH_3) concentration for Portholme Special Area of Conservation (SAC) for the latest year of data available (2021).

Table 4-6 - Summary of background concentrations and deposition rates for designated sites in the study area

Site Name	Designation	N-Dep Site Average (Short Vegetation) (kgN/ha/yr)	Acid Dep Site Average (Short Vegetation) (k_{eq}N/ha/yr)	NOx Concentration Site Average (µg/m³)	NH_3 Concentration Site Average (µg/m³)
Portholme	SAC	14.52	1.11	13.15	1.50

Notes

kgN/ha/yr = kilograms of nitrogen per hectare per year

keqN/ha/yr = kilo equivalent of nitrogen per hectare per year

4.4.13 The N-dep concentrations at the Site are currently exceeding the lower critical load for N (10kgN/ha/yr) but below the upper critical load for N-dep (20kgN/ha/yr). The NO_x background concentration and NH_3 background concentration are both below the respective critical levels (30µg/m³ and 3µg/m³).

SENSITIVE HUMAN AND ECOLOGICAL RECEPTORS

4.4.14 Sensitive locations are places where the public or relevant ecological habitats may be exposed to emissions of air pollutants resulting from activities associated with the Proposed Development. During construction, these would include locations sensitive to an increase in fugitive dust emission and PM_{10} exposure because of associated construction activities. Once operational, locations sensitive to exposure may experience an increase in the concentration of gaseous pollutants emitted from road vehicle traffic associated with the Proposed Development.

4.4.15 The following sensitive receptors have been identified and will be considered as part of the EIA:

- Hinchingbrooke Hospital is expected to remain operational during the construction phase, and so sensitive receptors will potentially be present within the Site
- Cromwell Academy is located less than 200m to the west of the Site

- Residential receptors are located within 50m of the southern Site boundary and within 250m of the western Site boundary and are included in accordance with IAQM construction dust guidance[27]
- For the purposes of decision-making, unless local circumstances support a wider zone, Habitats Regulations Assessments take account of the potential effects of traffic emissions on European sites located within 10km of the Site[28]. The nearest designated site is Portholme SAC, located approximately 0.7km to the east and there are no other international designated sites within 10km of the Site

4.5 MITIGATION

CONSTRUCTION PHASE

4.5.1 A Construction Environment Management Plan (CEMP) would be prepared prior to construction works commencing. The CEMP would be developed by the Main Contractor.

OPERATIONAL PHASE

4.5.2 Best practice mitigation for operational developments will be recommended to reduce $PM_{2.5}$ impacts as much as is reasonably possible, as per Defra interim planning guidance on the Environment Act $PM_{2.5}$ targets[29]. Mitigation may include:

- Best practice measures to prevent and control emissions during demolition and construction
- Implementation of travel plans that are relevant to the intended occupants/users of the Proposed Development
- Implementation of plans to ensure low/zero emissions from servicing and maintenance activities associated with the Proposed Development
- Provision of electrical charging points for plug-in hybrid and electric vehicles

4.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

CONSTRUCTION PHASE

4.6.1 The following impacts during the construction phase have the potential to give rise to likely significant effects and will be considered within the ES:

- Nuisance and disruption to sensitive receptors due to additional, temporary emissions of dust from construction activities
- Temporary changes in local air pollutant concentrations (NO_2, PM_{10} and $PM_{2.5}$) due to exhaust emissions from construction vehicle movements on the affected local road network

4.6.2 The cumulative effects of construction are expected to be accounted for within the mitigation measures advised as a result of the IAQM construction dust risk assessment process[27]. Specific mitigation measures exist regarding communication and coordination with construction sites within proximity to the Proposed Development, and these should be secured through planning condition

[27] Institute of Air Quality Management, 2024. *Guidance on the assessment of dust from demolition and construction, version 2.2.* [Online] Available at: https://iaqm.co.uk/guidance/ [Accessed 28 March 2025].

[28] Joint Nature Conservation Committee (2021). *JNCC Report No. 696. Main Report. Guidance on Decision Making Thresholds for Air Pollution*. [Online] Available at: https://jncc.gov.uk/our-work/nitrogen-futures/ [Accessed 28 March 2025].

[29] UK AIR: Air Information Resource, 2024. *$PM_{2.5}$ Targets: Interim Planning Guidance.* [Online] Available at: https://uk-air.defra.gov.uk/pm25targets/planning/ [Accessed 28 March 2025].

with the cooperation of the local Environmental Health Department and described in any CEMP or Dust Management Plan (DMP) that is produced.

OPERATIONAL PHASE

4.6.3 The following impacts have the potential to give rise to likely significant effects and will be considered within the ES:

- Changes in local air pollutant concentrations (NO_2, PM_{10} and $PM_{2.5}$) due to exhaust emissions from road vehicle movements on the affected local road network

4.6.4 Any potential cumulative transport related air quality effects are expected to be included in traffic modelling undertaken using local and/or national traffic models.

4.6.5 The potential cumulative air quality effects of point source emissions, if assessed, will be discussed and agreed with the local authority and Environment Agency.

4.7 ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

4.7.1 The potential air quality impacts are listed in **Table 4-7** together with justification for scoping in or out of assessment.

Table 4-7 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Fugitive emissions of dust and particulate matter	*Construction*	✔		*There is the potential for direct significant effects at sensitive receptors within 200m of the Site. There are nearby residential and school receptors, and the existing hospital will be in use during demolition and construction.*
Exhaust emissions from non-road mobile machinery	*Construction*		✔	*See LAQM.TG(22)*[30]
Road traffic emissions	*Construction*	✔		*This cannot be scoped out until traffic flow and routing data is available.*
Road traffic emissions	*Operation*	✔		*The trip generation is likely to be similar to the existing development, so this may possibly be scoped out in the future. However, until traffic flow and routing data is available, particularly in relation to the proposed new road across the Constabulary Land, this cannot be scoped out.*
Energy centre emissions	*Operation*		✔	*It is very unlikely that any on-site energy generation will be required. However, backup diesel generators may potentially be required so this may be scoped in in the future.*
Medical waste incineration emissions	*Operation*		✔	*In the absence of evolved design information, it is assumed that medical waste will continue to be incinerated off-site.*

[30] Department for Environment, Food & Rural Affairs, 2022. *Local Air Quality Management Technical Guidance (TG22).* [Online] Available at: https://laqm.defra.gov.uk/air-quality/featured/uk-regions-exc-london-technical-guidance/ [Accessed 28 March 2025].

4.8 APPROACH TO ASSESSMENT

CONSTRUCTION PHASE

4.8.1 The air quality assessment will be undertaken in accordance with the relevant legislation, policy and guidance. The methodology will address the potential impacts that are confirmed as 'scoped in' to the assessment through the formal response to the EIA Scoping Report.

4.8.2 A desk-based construction dust assessment will be undertaken in accordance with the IAQM construction dust guidance[27].

4.8.3 Traffic forecasts for peak construction scenarios will be screened against 'indicative criteria for requiring an air quality assessment' as given in IAQM development guidance[31].

4.8.4 Where the requirement for inclusion in the air quality assessment is confirmed, the impacts due to changes in road traffic emissions will be assessed using ADMS-Roads dispersion modelling software[32], using meteorological data from a representative observing station (Bedford or Cambridge).

4.8.5 The ADMS-Roads model for the base year will be verified against local authority roadside air quality monitoring data in accordance with Defra's LAQM.TG(22) guidance[30].

OPERATIONAL PHASE

4.8.6 The air quality assessment will be undertaken in accordance with the relevant legislation, policy and guidance. The methodology will address the potential impacts that are confirmed as 'scoped in' to the assessment through the formal response to the EIA Scoping Report.

4.8.7 Traffic forecasts for opening year scenarios, site area and parking spaces will be screened against 'indicative criteria for requiring an air quality assessment' as given in IAQM guidance[31].

4.8.8 Where the requirement for inclusion in the air quality assessment is confirmed, the impacts due to changes in road traffic emissions will be assessed using ADMS-Roads dispersion modelling software[32], using meteorological data from a representative observing station (Bedford or Cambridge). As a minimum, the following scenarios will be considered:

- Base year
- Opening year without development
- Opening year with development
- Peak construction year without development
- Peak construction year with development

4.8.9 The ADMS-Roads model for the base year will be verified against local authority roadside air quality monitoring data in accordance with Defra's LAQM.TG(22) guidance[30].

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[31] Moorcroft and Barrowcliffe. *et al*. (2017) *Land-use Planning & Development Control: Planning for Air Quality. v1.2. Institute of Air Quality Management, London.* [Online] Available at: https://iaqm.co.uk/guidance/ [Accessed 28 March 2025].

[32] Cambridge Environmental Research Consultants, 2025. *ADMS-Roads.* [Online] Available at: https://www.cerc.co.uk/environmental-software/ADMS-Roads-model.html [Accessed 28 March 2025].

SIGNIFICANCE CRITERIA

4.8.10 IAQM construction dust guidance[27] *"…recommends that significance is only assigned to the effect after considering the construction activity with mitigation."*. The purpose of the assessment is to determine the levels of risk posed in terms of loss of amenity due to dust soiling and to human health from PM_{10} emissions so that an appropriate level of mitigation can be assigned. As the purpose of the mitigation is to prevent a significant effect the usual finding is that the residual effect is 'not significant'.

4.8.11 For human receptors (including residential, school and hospital premises), IAQM development guidance[31] will be followed in describing the impacts at individual receptors and in determining overall significance of effect.

For ecological receptors, guidance given in Highways England's Design Manual for Roads and Bridges document LA 105 'Air Quality'[33], and the IAQM guidance for nature conservation sites[34] will be followed.

4.9 LIMITATIONS AND ASSUMPTIONS

4.9.1 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- At this stage it has not been possible to confirm the extent of the study area for the air quality assessment. An initial study area of 2km has been assumed which is considered appropriate for this scoping exercise. The extent of the study area will be confirmed once the traffic data and details of the Proposed Development become available

[33] Standards for Highways, 2024. *LA 105 - Air quality v0.1.0.* [Online] Available at: https://www.standardsforhighways.co.uk/search/af7f4cda-08f7-4f16-a89f-e30da703f3f4 [Accessed 28 March 2025].

[34] Holman *et al* (2020). *A guide to the assessment of air quality impacts on designated nature conservation sites – version 1.1, Institute of Air Quality Management, London.* [Online] Available at: https://iaqm.co.uk/guidance/ [Accessed 28 March 2025].

5 ARCHAEOLOGY AND BUILT HERITAGE

5.1 INTRODUCTION

5.1.1 This section outlines the approach to the assessment of cultural heritage, comprising archaeology (below ground heritage assets) and built heritage (above ground heritage assets) within the ES. The Archaeology and Built Heritage ES chapter will set out the planning framework in respect of cultural heritage along with the methodology for assessing the environmental effects predicted during the construction and operation (completed development) phases. It will provide a summary overview of the baseline conditions. The ES will:

- Quantify heritage assets that may be affected by the Proposed Development
- Provide an evaluation of asset significance, as set out in Historic England's Statements of Heritage Significance[35]
- Assess development impacts and hence the significance of environmental effects arising from the Proposed Development during the construction phase and operation phase, including effects caused by changes to the setting of heritage assets
- Provide recommendations for mitigation that would reduce or offset any adverse effects if applicable
- Quantify any residual effects (those that might remain after mitigation) and, where required, cumulative effects

5.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

5.1.3 A fully illustrated historic environment desk-based assessment (HEDBA) was produced in 2024 as part of the pre-planning process. This covered buried heritage assets (archaeological remains) and built heritage assets and their setting. The HEDBA included a detailed baseline compiled through a broad and standard range of data sources, including the Historic England National Heritage List for England (NHLE), the Cambridgeshire Historic Environment Record (HER), local authority data sources, along with published works and cartographic sources, and topographic, geology and geotechnical data, where available.

5.1.4 An Archaeological Desk Based Assessment (ADBA) and Heritage Statement were also produced for the 'Constabulary Land' in 2024.

5.1.5 The HEDBA assessment included site walkovers to determine the topography of the Site and existing land use/the nature of the existing buildings on the Site, and to provide further information on areas of possible past ground disturbance and general historic environment potential. The walkovers also extended to selected designated heritage assets beyond the Site to consider potential impacts caused by changes within their setting (e.g. visible changes to historic character and views).

5.2 CONSULTATION

5.2.1 A consultation meeting with Historic England and the HDC Conservation Officer was undertaken on 7 November 2024. Reference was made to Hinchingbrooke House and the cluster of assets which

[35] Historic England Advice Note 12 Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019).

form part of the wider estate, and it was noted that these would likely be harmed by the Proposed Development. These, together with the conservation area, form the key assets in the assessments. The HDC Conservation Officer noted the potential for impact to Godmanchester Conservation Area and requested that this be included within the baseline heritage assessment.

5.2.2 At this stage, due to the nature of the Proposed Development, it is assumed that assets outside of the 500m study area would not be impacted. In response to a specific query, views from the conservation area will be included in the ZTV and, where appropriate, included within the ES Scope.

5.2.3 Following the pre-application consultation meeting, Historic England provided a formal letter response (12-12-2024). This summarised HE's position, specifically that the Proposed Development would likely harm the significance of Hinchingbrooke Park and Hinchingbrooke House through development within their setting. HE stated that they were largely content with the baseline assessment presented but requested updates to reflect the final massing of the Proposed Development, including a detailed viewpoint analysis to better assess impact and to help inform mitigation measures.

5.3 STUDY AREA

5.3.1 A 500m setting study area was selected as a hospital already exists within the Site and a tall, dense tree boundary would interrupt views towards the northern and eastern areas of the Site. Following production of the ZTV, where relevant, assets beyond the 500m study area will be scoped in for assessment, e.g., the Godmanchester Conservation Area or where such assets are particularly significant and/or where they contribute to current understanding of the historic environment.

The ES chapter will be supported by updated technical appendices.

5.4 OVERVIEW OF BASELINE CONDITIONS

DESIGNATED HERITAGE ASSETS

The majority of designated heritage assets within the Huntingdon Conservation Area are located within the historic town core along Ermine Street and High Street.

The Site and the Constabulary Land are located within the Huntingdon Conservation Area, which was first designated by HDC in 1972. Within the conservation area there are 123 individual designated heritage assets comprising four scheduled monuments, five Grade I listed buildings, eight Grade II* listed buildings, and 106 Grade II listed buildings. Hinchingbrooke forms the third section of the conservation area and includes Hinchingbrooke House and Hinchingbrooke Park.

The Grade I listed Hinchingbrooke House was built in the late 16th to early 17th century using the remains of a Benedictine nunnery which had occupied the Site from approximately 1087 until its dissolution in 1538. Hinchingbrooke House and its immediate grounds became Hinchingbrooke School in 1970. The asset is located 310m to the south-east of the Site.

There are also other individual designated heritage assets connected to the Grade I listed Hinchingbrooke House. These assets comprise:

- Gatehouse and Walls at Hinchingbrooke House (listed Grade I)
- Park wall of Hinchingbrooke House fronting Brampton Road and Pepys Steps (listed Grade II*)
- Gate Piers and Iron Gates at North End of Wall of Hinchingbrooke Park (listed Grade II)
- Gates and Wall of Hinchingbrooke Park at Right of Main Entrance (listed Grade II)

- Well in Courtyard to North of Hinchingbrooke House (listed Grade II)
- Brewhouse and Laundry at Hinchingbrooke House (listed Grade II)
- Summerhouse about 120 Metres South West of Hinchingbrooke House (listed Grade II)

5.4.1 The nearest asset to the Site is the Grade II listed Gate Piers and Iron Gates at North End of Wall located 140m to the south-east.

NON-DESIGNATED HERITAGE ASSETS

5.4.2 Hinchingbrooke Park is a non-designated heritage asset that is located approximately 50m south west of the Site. The asset has architectural and historic interest as the grounds of the historic Hinchingbrooke Priory and as part of the designed landscape of Hinchingbrooke House.

Below ground heritage assets

5.4.3 There have been two previous archaeological investigations within the Site. The first comprised an assessment of aerial photography covering the Site that dated to the 1940s and 1950s. Cambridge Archaeology Unit (CAU) noted that the aerial photography showed medieval ridge and furrow covering the southern area of the Site. The second past investigation comprised a trial trench evaluation in the northern section of the Site in 2001. CAU investigated eight trenches ahead of development to Hinchingbrooke Hospital which revealed medieval and post-medieval land use in the form of ridge and furrow field divisions throughout the trenches. The trenching also revealed three ditch features which pre-dated the medieval period.

5.4.4 Within the wider study area, a further 15 past investigations have taken place consisting of nine trial trench investigations, three watching briefs, two site excavations and one geophysical survey. Consequently, the nature of archaeological activity within the near vicinity is reasonably well understood.

5.4.5 During the prehistoric period, the Site would have lain within the valley of the River Ouse on low lying land. The location within the Ouse Valley would have been an attractive resource to early settlers as the river and surrounding low lying land would have provided hunting and fishing opportunities. However, no prehistoric finds or features have been recorded within the Site during the previous trial trench evaluation. Prehistoric remains have been found within the wider study area, on higher ground.

5.4.6 During the medieval period, the Site was located within the low-lying land of the River Ouse valley. Huntingdon became a recognised settlement. Medieval finds and features have been recorded within the Site as aerial photography from the 1940s and 1950s revealed ridge and furrow covering the southern section of the Site. The trial trench investigation also revealed medieval ploughsoil, ridge and furrow, pottery sherds (dating between the 13th to 16th centuries) a, knife and a snapped iron blade. Beyond the Site, further evidence of ridge and furrow was discovered during archaeological investigations, with the closest located 30m to the west of the Site.

5.5 MITIGATION

5.5.1 Relevant design, mitigation and enhancement measures will be identified in the ES, and these may include:

- Design adjustments to minimise/negate impacts on the heritage significance of above-ground heritage assets through changes to their setting, including raising or lowering road formation levels, environmental screening, planting, and bunds

- Investigation and recording before and during development, with dissemination at an appropriate level (preservation by record). This might involve site-based investigation, such as trial pitting and subsequent mitigation in the form of targeted archaeological excavation and recording, and/or an archaeological watching brief for remains of lesser heritage significance

5.5.2 Heritage assets are an irreplaceable resource. Consequently, implementing mitigation measures to offset any level of adverse effect on a heritage asset, (including effects that are minor adverse) is recognised as standard practice within the planning system. This is to ensure that finite and irreplaceable remains are not removed/lost without record. The level of mitigation proposed will be, in each case, proportionate to the significance of the heritage asset being affected.

5.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

5.6.1 The Proposed Development would likely result in physical impacts to the non-designated Hinchingbrooke Park and to the Huntingdon Conservation Area. This would be as a result of the removal of trees associated with the historic park, as well as the infill of a pond likely to be historically associated with Hinchingbrooke Farm. The setting of the park and the conservation area would also be impacted through the introduction of new built forms, connected to the hospital.

5.6.2 The Proposed Development would likely impact the setting of the Grade I listed Hinchingbrooke House, and assets connected to the house, including the Grade II* listed park wall of Hinchingbrooke House fronting Brampton Road and Pepys Steps, through the introduction of new built forms, connected to the hospital, changing how these assets are currently experienced.

5.6.3 The Proposed Development may potentially impact other designated heritage assets in the study area through changes to setting. The extent of the study area and the assets scoped into the assessment, both within and beyond the study area, will be defined using professional judgement, and informed by the results of the Site visits, as well as by liaison with HDC Landscape team, and utilisation of the ZTV.

5.6.4 There is potential for previously unrecorded archaeological deposits to survive within the Site. These remains could be affected during excavation works at the construction phase, such as ground clearance, foundations compounds, access roads and service trenches.

5.7 ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

Table 5-1 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Physical Impact of construction phase activities on built heritage	*Construction*	✔		*The Proposed Development will result in physical impacts to Hinchingbrooke Park and to the Huntingdon Conservation Area.*
Impact of construction phase activities on the setting of built heritage assets	*Construction*		✔	*Construction phase activities are short-term and temporary. The impacts to setting from the phases of construction activities are not considered to be a significant change and have therefore been scoped out.*
Impact of construction phase activities on archaeology	*Construction*	✔		*Impacts to archaeology at construction phase from preliminary works, foundations and services or through changes to preservation conditions on*

Element	Phase	Scoped In	Scoped Out	Justification
				archaeological remains outside the Proposed Development.
Impact of operational phase activities on built heritage	*Operation*	✔		*Permanent physical impacts to Hinchingbrooke Park and to the Huntingdon Conservation Area.*
Impact of operational phase activities on the setting of selected built heritage assets in the study area	*Operation*	✔		*Potential for permanent long-term impacts through change to the setting of heritage assets .*
Impact of operational phase activities on archaeologyy	*Operation*		✔	*An assessment of operational effects on the Archaeology topic will be scoped out on the basis that, once the Proposed Development has been completed, no further ground disturbance will occur.*

5.8 APPROACH TO ASSESSMENT

5.8.1 The ES will identify any known or potential buried heritage assets (archaeological remains) and above ground heritage assets (structures and landscapes of heritage interest) within or immediately around the Site and assess their heritage significance, considering factors which may have compromised survival. An updated HEDBA will be appended to the ES and include an assessment of the final proposals and consideration of the ZTV and LVIA visualisations which were not available during the initial assessment. An Archaeological Desk Based Assessment (ADBA), and Heritage Statement will also be appended to the ES for the 'Constabulary Land'.

5.8.2 The aim of this report will be to assess the impact of the Proposed Development and to provide a suitable strategy to mitigate any adverse effects, if required, as part of a planning application to develop the Site. The aim will be achieved through five objectives:

- Identify the presence of any known or potential heritage assets that may be affected by the proposals
- Describe the significance of such assets, in accordance with the National Planning Policy Framework (NPPF) (2024) and Historic England's Statements of Heritage Significance (2019) considering factors which may have compromised asset survival
- Determine the contribution that setting makes to the significance of any significant heritage assets
- Assess the likely impacts upon the significance of the assets arising from the proposals
- Provide recommendations for further investigation and/or mitigation where required, aimed at reducing or removing completely any adverse effects

5.8.3 A broad range of standard sources will be consulted, including:

- Historic England National Heritage List for England (NHLE): information on statutorily designated heritage assets (scheduled monuments; statutorily listed buildings; registered parks and gardens; historic battlefields)
- Cambridgeshire County Council Historic Environment Record (HER): primary repository of archaeological information. Includes information from past investigations, local knowledge, find spots, and documentary and cartographic sources
- Local Planning Authority: information on conservation areas and locally listed buildings
- Groundsure: Ordnance Survey maps from the 1st edition (1860–70s) to present day

- Huntingdonshire Archives: baseline information on the historic environment
- British Geological Survey (BGS) - solid and drift geology digital mapping; online BGS geological borehole record data
- Google: satellite imagery and Streetview
- Historic England held Aerial Photography (Britain From Above)
- Environmental Agency LiDAR
- Internet: web-published material
- The Trust: where available: existing topographic survey data; architectural and engineering plans and sections of existing buildings and of the Proposed Development, information on massing, height, materials and elevations, and existing geotechnical data

5.8.4 The work will be undertaken in accordance with the requirements of the National Planning Policy Framework (NPPF) and to standards specified by the Chartered Institute for Archaeologists and Historic England.

5.9 LIMITATIONS AND ASSUMPTIONS

5.9.1 Archaeological remains are for the most part buried and not visible above the surface. In the absence of intrusive archaeological field investigation, it is possible that there are archaeological assets within the Proposed Development that have not been identified by this EIA Scoping Report and the existing desk-based assessment.

6 ECOLOGY AND NATURE CONSERVATION

6.1 INTRODUCTION

6.1.1 This chapter outlines the proposed approach for the assessment of ecology and nature conservation within the ES. The chapter sets out the baseline conditions at the Site and on the surrounding land and then details how the potential impacts from the Proposed Development will be assessed and presented within the ES including potential significant effects and mitigation.

6.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

6.2 CONSULTATION

6.2.1 Cambridgeshire & Peterborough Environmental Records Centre (CPERC) have been consulted regarding records of all statutory and non-statutory designated sites and protected / notable species within 2km of the Site. No further consultation has been made in respect of the Proposed Development to date. Further consultation with CCC, HDS and Natural England (NE) is expected with regards to Biodiversity Net Gain (BNG) and Portholme SSSI.

6.3 STUDY AREA

6.3.1 **Table 6-1** below sets out the proposed study areas for the ecology and nature conservation features potentially impacted by the Proposed Development. This is defined as the Ecological Zone of Influence (EZoI). The current guidance on ecological assessments[36] recommends that all ecological features that occur within an EZoI for a Proposed Development are investigated. Areas within the EZoI may include**:**

- Areas directly within the land take for the Proposed Development and access
- Areas beyond the site boundary from which the impacts described above are likely

6.3.2 The EZoI will vary for different ecological features depending on their sensitivity to an environmental change. The geographical area for obtaining ecological data through desk and field-based surveys is based on the potential impacts of the Proposed Development on ecological features and accepted best practice field survey guidance.

6.3.3 The EZoI is also used to determine the geographical area for assessing the impacts (both positive and negative) of the Proposed Development on ecological features based on all the available information.

6.3.4 Any deviations from the study areas defined below will be in line with professional judgement and best practice. For each feature the study area has been defined in line with the proposed baseline methodology, encompassing two parts, a desk study and a field survey (where considered appropriate).

[36] CIEEM (2004) Guidelines for Ecological Impact Assessment (EcIA)

Table 6-1 - Study Area for Ecology and Nature Conservation Features

Ecology and Nature Conservation Feature	Study area
Designated sites	▪ Internationally designated sites[37] and functionally linked land within and up to 10km from the Site; ▪ SACs where bats are noted as one of the qualifying interests, within and up to 30km from the Site; and ▪ Nationally and locally designated sites[38] within and up to 2km from the Site.
Habitat of Principal Importance (HPI)[39] and Ancient woodland.	▪ Desk Study within and up to 2km from the Site; and ▪ Field Survey within the Site.
Notable, veteran and ancient trees.	▪ Within the Site.
Bats	▪ Desk Study results for statutory designated sites for bats, within and up to 30km from the Site; ▪ Desk Study results for biological record data for bats, within and up to 2km from the Site; ▪ Field Survey for roosting bats - Within and up to 30m from the Site; and ▪ Field Survey for foraging and commuting bats, within the Site.
Badgers *Meles meles*	▪ Desk Study within and up to 2km from the Site; and ▪ Field Survey within and up to 30m from the Site.
Birds	▪ Desk Study for barn owl, within and up to 5km from the Site; ▪ Desk Study for all other birds, within and up to 2km from the Site; ▪ Field Survey for barn owl, within and up to 1.5km the Site; and ▪ Field Survey for all other birds, within the Site.
Great Crested Newts (GCN) *Triturus cristatus*	▪ Desk Study within and up to 2km from the Site; and ▪ Field Survey within and up to 250m from the Site.
Reptiles	▪ Desk Study within and up to 2km from the Site; and ▪ Field Survey within the Site.
Otter *Lutra lutra*	▪ Desk Study within and up to 2km from the Site.
Water Vole *Arvicola amphibius*	▪ Desk Study within and up to 2km from the Site; and ▪ Field Survey within the Site.
Invertebrates	▪ Desk Study within and up to 2km from the Site.

[37] Internationally designated sites also consider Candidate SACs (cSAC), Sites of Community Importance (SCI), Potential SPAs (pSPA), Possible SACs (pSACs) and proposed Ramsar sites.
[38] This includes both statutory (SSSI, NNR, LNR) and non-stat (CWS) sites.
[39] Natural Environment and Rural Communities Act (2006). Habitat of Principal Importance (HPI).

6.4 OVERVIEW OF BASELINE CONDITIONS

6.4.1 The surveys completed to date and surveys still to be undertaken as well as data collected from CPERC will be used in developing a thorough understanding of the ecology and nature conservation baseline.

DESIGNATED SITES – MAIN SITE

Statutory Designated Sites

6.4.2 There are two internationally designated sites within 10km of the Site, (including 30km for bats), and three national designated sites within 2km of the Site:

- Portholme Special Area of Conservation (SAC) - 0.7km south east
- Eversden and Wimpole Woods (SAC) – 21.6km south east
- Portholme Sites of Special Scientific Interest (SSSI) - 0.5km south east
- Great Stukeley Railway Cutting SSSI - 1.6km north
- Brampton Racecourse SSSI - 1.6km west

Non-Statutory Designated Sites

6.4.3 There were nine non-statutory designated sites within 2km of the Site:

- Hinchingbrooke Gravel Pits County Wildlife Site (CWS) - 0.2km south west
- River Great Ouse CWS - 0.4km south east
- Spring Common CWS - 0.9km north east
- West Meadow CWS - 1.0km south
- Newtown Cemetery CWS - 1.2km east
- The Stukeleys Protected Road Verge (PRV) - 1.7km north
- Riverside Park CWS - 1.7km east
- Westside Pollard Willows CWS - 1.8km east
- Brampton Flood Meadows CWS - 1.9km south

HABITATS

The desk study identified the following irreplaceable habitats and HPI records within the Site, and within up to 2km of the Site:

- Lowland deciduous woodland - within the Proposed Development
- Coastal and floodplain grazing marsh - 160m south west
- Lowland meadow – 0.5km south west
- Traditional orchard - 520m north east
- Lowland fen – 0.8km south east
- Pond – 0.5km west

6.4.4 No areas of ancient woodland were identified within the 2km of the Site.

6.4.5 To date, a UK habitat survey within the Site has been undertaken with further survey work scheduled for 2025 to complete the baseline.

ARBORICULTURE

6.4.6 The northern, eastern, and western extents of the Site are dominated by mixed broadleaf woodlands. Beyond the eastern boundary is open space with open grown mature trees. Within the western woodland is a mountain bike trail. South of the Site is Hinchingbrooke Park Road and suburban residential properties. An Arboricultural Survey Report[40] has been produced for the Proposed Development which details the baseline conditions following a survey in May 2024. The report also contains a Tree Constraints Plan.

PROTECTED AND NOTABLE SPECIES

6.4.7 The results of the desk study and field surveys (including the PEA) undertaken for protected and notable species to date are detailed below.

Bats

6.4.8 The desk study undertaken in October 2024 returned 84 records of nine bat species, including brown long-eared bat Plecotus auritus, common pipistrelle Pipistrellus pipistrellus, Daubenton's bat Myotis daubentonii, Nathusius' pipistrelle Pipistrellus nathusii, noctule bat Nyctalus noctule, serotine Eptesicus serotinus, soprano pipistrelle Pipistrellus pygmaeus, Leisler's bat Nyctalus leisleri and Natterer's bat Myotis nattereri.

6.4.9 There was a singular roost identified during the desk study search, from 2024, within the woodland along the western edge of the Site.

6.4.10 A large area of the Site comprised buildings and hard standing of negligible value to foraging bats. Lighting was also present which is likely to further deter foraging and commuting bats. A mature woodland corridor along the northern, eastern and western boundaries which provided good connectivity for bat activity across the wider landscape. The woodland habitat provided a good diversity of trees and shrubs that were likely to support good population of invertebrate life suitable to support foraging bats. The paths through the woodland and the woodland edge, also provided commuting opportunities for bats. The grasslands and woodlands in the east of the Site also provide potential commuting and foraging habitat.

6.4.11 Structures were present throughout the Site which had suitability for roosting bats, as well as the woodlands within the Site, with mature trees and one possible veteran tree recorded. In addition, a range of bat boxes had been installed within the woodland.

6.4.12 A range of surveys including an inspection of the bat boxes and emergence surveys on the buildings was undertaken in 2024[41]. These surveys concluded that two bat boxes had no bats in-situ with no signs of current use by bats, and four buildings had moderate potential to support roosting bats, with one being confirmed as having two individual common pipistrelle day roosts, which are of low conservation status.

6.4.13 Further surveys are scheduled between June and October 2025 to undertake bat activity surveys of the Site and inspect any trees for bat roosting potential.

[40] WSP (2024). Hinchingbrooke Hospital Arboricultural Survey Report.
[41] Thompson Ecology (2024) Hinchingbrooke Hospital Bat Survey Report

Badger

6.4.14 A total of four records of badger were returned by the data search in October 2024. The closest record of badger was 900m south of the Site and involved a roadkill sighting.

6.4.15 No badger setts were found on Site during the survey in 2024, however there was suitable foraging and sett building habitat within the woodland. Additionally, the urban environments did provide foraging, commuting and sett building habitat.

6.4.16 The surveys were updated in June 2025 to ensure no new setts have been created.

Birds

6.4.17 The 2024 desk study identified 15 species protected under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), including barn owl, within 2km of the Site.

6.4.18 The Site has multiple habitat types suitable for nesting birds, including trees and woodland, potentially suitable for barn owl which is a Schedule 1 species. One tree was recorded as having barn owl potential due to a large cavity its trunk.

6.4.19 Further survey for barn owl were undertaken in July 2025.

Great Crested Newts

6.4.20 The data search in 2024 returned 38 records of GCN. A total of 17 of these records were from within the Site and were associated with Pond 4, Pond 5, and Pond 7 (see **Plate 6-1** below).

6.4.21 There were nine ponds within 250m of the Site. eDNA surveys were undertaken in 2020 and 2024. The surveys confirmed presence of GCN in Pond 4, Pond 5, Pond 6 and Pond 7.

Plate 6-1 – Pond locations



Reptiles

6.4.22 In total, three records of reptiles were returned by the data search in 2024, two of which were grass snake Natrix helvetica and one of which was common lizard Zootoca vivipara. The closest record was of a grass snake which was 700m west of the Site near Hinchingbrooke Country Park.

6.4.23 The habitats present with the main hospital complex were considered unsuitable for reptiles, with areas of modified grassland maintained sufficiently often to discourage reptiles. There was suitable reptile habitat for common and widespread reptile species such as grass snake and common lizard. Dead logs and wood in the understorey of woodland areas would provide suitable resting places and hibernacula for reptiles.

6.4.24 Further presence/likely absence surveys for reptiles are scheduled to take place in 2025.

Otter

6.4.25 11 records of otter were returned in the data search in 2024. The closest record was 740m south-west of the Site, which was a dead otter recorded on the roadside.

6.4.26 Based on the site walkover survey in 2024, the Site does not contain habitats suitable to support otter.

Water Vole

6.4.27 Two records of water vole were returned during the data search in 2024. The closest record was 1.3km south west of the Site.

6.4.28 Two ponds within the Site boundary provided suitable habitat for water vole during the 2024 walkover, of which one on the northern boundary will be removed. The banks of both ponds were steep, with limited vegetation present, therefore were potentially suitable for burrowing and foraging.

6.4.29 Further presence/likely absence surveys for water vole were undertaken in June and August 2025.

Invertebrates

6.4.30 There were three records of invertebrates returned by the data search in 2024. The Site is situated within a "B-Line Nature Reserve"[42] but is not within an Important Invertebrate Area[43].

6.4.31 Woodland and grassland habitats on the Site were valuable for a range of invertebrates.

6.5 MITIGATION

BACKGROUND

6.5.1 Ecological mitigation for the Proposed Development is still being developed and will be reliant on a robust ecological baseline, expected to be completed by the end of 2025. Mitigation measures outlined in this section are based on:

- Available baseline data (survey work completed to date)
- Cross-discipline collaboration
- Evidence of success at similar developments
- Good practice guidelines
- Professional judgement

6.5.2 As a priority, the mitigation hierarchy will be adhered to, with the Proposed Development looking to consider all options to avoid potential adverse effects on ecology and nature conservation features:

- **Avoidance/prevention**: measures taken to avoid or prevent adverse effects, for example, works to be undertaken outside of the nesting bird period (March to September inclusive), or spatial avoidance of habitats of greatest value such as trees and the northern woodland belt
- **Reduction/mitigation**: measures taken to reduce adverse effects, for example, retaining walls or pollution interceptors
- **Compensation/offsetting**: measures taken to offset significant residual adverse effects, such as those which cannot be entirely avoided or mitigated to the point that they become insignificant. For example, habitat creation or enhancement

6.5.3 Establishing the ecology and nature conservation value of the Proposed Development will help to inform habitat mitigation requirements for biodiversity net-gain post-development. Although the biodiversity net-gain process only considers habitat, the Proposed Development will look to

[42] https://www.buglife.org.uk/our-work/b-lines/ . The B-Lines are areas of wildflower rich restored habitat creating a network of stepping stones for invertebrates, increasing connectivity across the countryside.

[43] https://www.buglife.org.uk/our-work/important-invertebrate-areas/ . Important Invertebrate Areas (IIAs) are places that are home to nationally or internationally significant invertebrate populations and their habitats. They include diverse species from beetles and moths to freshwater shrimps and woodlice, and habitats from the shoreline, along rivers and to the uplands.

incorporate species mitigation requirements through habitat creation and enhancement, particularly through improving habitat connectivity.

6.5.4 All species afforded legislative protection will be mitigated for through the appropriate Natural England licencing procedures. Where considered appropriate, this may involve the translocation of certain species in advance of the construction phase to either adjacent or newly created habitat.

CONSTRUCTION PHASE

6.5.5 During the construction phase adherence to best practice pollution prevention guidelines, outlined by the Guidance for Pollution Prevention (GPP) series, with specific reference to GPP5: Works and maintenance in or near water (Natural Resources Wales (NRW) 201844) will be maintained. The Environment Agency have withdrawn their guidance but the NRW guidance is applicable.

6.5.6 An Ecological Clerk of Works (ECoW) will be appointed during the construction phase, to ensure all ecological method statements are followed correctly, avoiding and/or minimising risk to ecology and nature conservation features. To avoid potential adverse effects upon protected species, their breeding and movement will be considered through specific mitigation measures. For example:

- Timing of construction works will be planned to avoid periods such as the nesting bird season (March to September inclusive) or the sensitive lifecycle stages of the fish present

6.5.7 All measures to protect ecology and nature conservation features during the construction phase will be incorporated within the Outline CEMP. Specific measures relating to compensation and enhancement works for protected / notable habitats and species, involving habitat creation and enhancement will be incorporated within a Habitat and Species Environmental Management Plan (or similar).

OPERATION

Proposed mitigation during the operation phase will include:

- Low level lighting design where possible
- Habitat enhancement management measures and maintenance of wildlife installations (boxes, refugia, hibernacula)
- Controls on recreational disturbance such as signage and pathway maintenance

6.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

CONSTRUCTION

6.6.1 The construction and operation of the Proposed Development has potential to affect ecological features. The assessment of the likely impacts of the Proposed Development takes into account both Site effects and those that may occur outside of the Site to more distant ecological features.

OPERATION

6.6.2 The potential impacts of construction and operation on ecology and nature conservation could include:

- Construction activities may disturb or damage habitats and species, causing direct mortality
- Removal of habitats would result in habitat loss, fragmentation and severance

[44] Natural Resources Wales (2018). Guidance for Pollution Prevention: Works and maintenance in or near water: GPP5.

- Construction vehicle movements increase the risk of direct mortality of some species
- Air quality impacts due to movement of traffic, on and off site during construction and operation
- Lighting for security or operational working areas may result in the displacement sensitive species
- Increased lighting of retained habitats within and adjacent to the Proposed Development, disturbance and severance of wildlife corridors may all impact the biodiversity on site

6.7 ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

Table 6-2 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Designated Sites				
Statutory designated sites	*Construction and Operation*	✔		*The Site is within 30km of the Eversden and Wimpole Woods SAC which is designated for barbastelle bats Barbastella barbastellus. As such this site is scoped in to the assessment* *The Site falls within the impact risk zone of Portholme SSSI and SAC. One of the activities described which would require consultation with Natural England is 'large non-residential developments outside existing settlements/urban areas where net additional gross internal floorspace is >1,0000m^2 or footprint exceeds 0.2ha.' As some of the Site falls outside of an existing settlement and at this stage it has not been confirmed whether this will be lost, the Proposed Development may correspond with this activity.* *Portholme SAC is designated on the basis of botanical and habitat features and may be subject to adverse effects from construction or operational traffic-based air quality impacts.* *The Site does not fall within the impact risk zone of any other SSSIs or other designated sites.*
Non-statutory designated sites	*Construction*	✔		*The River Ouse CWS is 400m from the Site, which be affected by pollution during construction.* *Impacts are not anticipated to the other non-statutory designated sites as they are all designated on the basis of botanical and habitat features and due to their distance from the Site there are no viable impact pathways during construction or operation.*
Habitats				
Habitats	*Construction and Operation*	✔		*Land-take and vegetation clearance required as part of the Proposed Development could result in loss of HPI habitat on site. Retained habitats could be vulnerable to impacts during*

Element	Phase	Scoped In	Scoped Out	Justification
				construction such as damage to tree roots, changes in air quality, changes in water quality from runoff, and damage from recreational use.
Protected Species				
Bats	*Construction and Operation*	✔		*The demolition of buildings and the removal of trees is expected to impact roosting bats. Also, there is potential for impacts on foraging / commuting bats through habitat loss during and lighting effects during construction and operation.*
Badgers	*Construction*	✔		*The PEA noted there is suitable habitat to support badgers within the Site. Further survey is required to assess the likely significant effects on badgers from the Proposed Development.*
Birds	*Construction*	✔		*There is potential for negative impacts to breeding populations of relatively common species from nesting habitat loss. Removing any trees/hedgerow/scrub within the main breeding season (March to August) could conceivably result in active nest disturbance and/or destruction.*
GCN	*Construction and operation*	✔		*Impacts from construction and operation could result in adverse effects on this species, such as death, injury, habitat loss, habitat degradation, and connectivity loss.*
Reptile	*Construction and operation*	✔		*The PEA noted there is suitable habitat to support common reptiles within the Site and there are potential impacts from construction and operation could result in adverse effects on these species, such as death, injury, habitat loss, habitat degradation, and connectivity loss.*
Otter	*N/A*		✔	*There is no suitable habitat to support otter within the Site.*
Water vole	*Construction*	✔		*The removal of a pond during the construction phase has the potential to impact on water voles.*
Invertebrates	*N/A*		✔	*Due to the small size of the Site, low species records from the data search, invertebrates don't require further consideration.*

6.8 APPROACH TO ASSESSMENT

6.8.1 An assessment of likely ecological effects associated with the Proposed Development will be undertaken with reference to methodology published by CIEEM[36] and the British Standard for Biodiversity (BS 420020:2013[45]).

DETERMINING FEATURE IMPORTANCE

6.8.2 The scale at which features are important will be determined with reference to their nature conservation status (i.e. rarity or threat/pressure); their 'ecology and nature conservation' importance (which related to the need to conserve representative areas of different habitats and the genetic diversity of species populations); and legal status. A review of the legislation, policy and the sensitivity of each ecology and nature conservation feature will be undertaken, and the scale of importance will be determined within a geographical context on the following basis:

- International
- National (England)
- County (Cambridgeshire)
- Local
- Negligible

6.8.3 The CIEEM method proposed that regional importance may be used. This scale has not been applied to this assessment due to there being no objective, unambiguous source of information for East Anglia as to what population status, level of rarity, or threat/pressure would qualify for 'regional importance'.

6.8.4 **Table 6-3** is broadly based on criteria proposed by CIEEM and outlines the criteria to be taken into consideration for determining the importance of ecology and nature conservation features. The CIEEM method does not prescribe how to define different geographical levels of importance but provides general guidance. **Table 6-3** shows how CIEEM guidance has been interpreted in the context of the proposed assessment.

Table 6-3 - Description of geographical scales of ecological importance

Importance	Criteria
International	▪ All statutory sites designated or classified under international conventions or European legislation; ▪ Habitat types of international conservation importance listed on Annex I of the Habitats Directive; and ▪ Any regularly occurring/large population of a species of international conservation importance listed on Annexes II, IV and V of the Habitats Directive and Annex I of the Birds Directive.
National (England)	▪ Sites considered to be important in a national context and protected through national legislation. For example, a site which would meet the published selection criteria for national designation such as SSSI selection guidelines; ▪ Habitat types that are considered priorities for conservation in England. For example, Ancient Woodland, a large area of HPI; and

[45] British Standard BS 420020:2013. Biodiversity. Code of practice for planning and development.

Importance	Criteria
	▪ Any regularly occurring/large population of a nationally important species (e.g. England Red Data Book or species listed under the Wildlife and Countryside Act 1981). A regularly occurring/large population of a species identified as SPI. A species population which would qualify for SSSI designation.
County (Cambridgeshire)	▪ Sites recognised by local authorities such as CWS's or RNR's. County sites that the designating authority has determined meet the published ecological selection criteria for designation. ▪ A diverse hedgerow network comprising mostly 'Important' hedgerows. Degraded areas of HPI. ▪ Any regularly occurring populations of SPI, Red Listed under the Birds of Conservation Concern (BoCC)[46]or a species listed in a county/district Biodiversity Action Plan (BAP). A regularly occurring, locally significant population of a country/district important species.
Local	▪ Areas of habitat that appreciably enrich the local habitat resources (e.g. species-rich hedgerows, ponds). Sites that retain other elements of semi-natural vegetation that, due to their size quality or the wider distribution within the local area, are not considered for the above classifications. ▪ Populations/assemblages of species that appreciably enrich the ecology and nature conservation resource within the local context. Sites supporting populations of county/district important species that are not threatened or rare in the region or county and are not integral to maintaining those populations.
Negligible	▪ Common and widespread species and habitats.

6.8.5 It is impractical and inappropriate, in line with CIEEM guidance, for an ecological assessment to consider every habitat and species that may be affected by the Proposed Development. Accordingly, a threshold importance level is set and all ecology and nature conservation features that are of 'local' or higher importance will be subject to assessment, which is proportionate.

6.8.6 Ecological effects will be assessed using professional judgement, and in the absence of mitigation or compensation measures. The following factors will be considered- whether the effect is positive/negative; its spatial extent; its magnitude; its duration; its frequency and timing; and whether or not it is reversible:

- **Positive and negative** - *"Positive and negative impacts and effects should be determined according to whether the change is in accordance with nature conservation objectives and policy"*
- **Extent** - *"The extent is the spatial or geographical area over which the impact/effect may occur under a suitably representative range of conditions"*
- **Magnitude** - *"Magnitude refers to size, amount, intensity and volume"*
- **Duration** - *"Duration should be defined in relation to ecological characteristics as well as human timeframes"*
- **Frequency and timing** - *"The number of times an activity occurs will influence the resulting effect"*
- **Reversibility** - "*An irreversible effect is one from which recovery is not possible within a reasonable timescale or there is no reasonable chance of action being taken to reverse it. A*

[46] Eaton, M., Aebischer, N., Brown, A., Hearn, R., Lock, L., Musgrove, A., Noble, D., Stroud, D., and Gregory, R (2015). Birds of Conservation Concern 4: the population status of birds in the UK, Channel Islands and Isle of Man.

reversable effect is one from which spontaneous recovery is possible or which may be counteracted by mitigation"

6.8.7 As part of the methodology, a cumulative effects assessment will be undertaken in accordance with CIEEM guidance.

6.8.8 Ecological effects will be described in relation to the geographic scale at which they are regarded as significant – from international to local. It should be noted that in line with the guidance issued by CIEEM, an impact which has been considered as significant in ecological terms is the same as significant in EIA terms.

6.8.9 The CIEEM method is relevant for the assessment of ecological effects associated with both the construction and operational stages of the Proposed Development.

SIGNIFICANCE CRITERIA

6.8.10 Effect significance will be assessed according to the CIEEM guidance which states that:

*6.8.11 "Significance is a concept related to the weight that should be attached to effects when decisions are made. For the purpose of EcIA, 'significant effect' is an effect that either supports or undermines biodiversity conservation objectives for 'important ecological features' (explained in Chapter 4) or for biodiversity in general. Conservation objectives may be specific (e.g. for a designated site) or broad (e.g. national/*local *nature conservation policy) or more wide-ranging (enhancement of biodiversity). Effects can be considered significant at a wide range of scales from international to local" (paragraph 5.24, page 40).*

6.9 LIMITATIONS AND ASSUMPTIONS

6.9.1 To ensure transparency within the EIA process, this report is based on the following assumptions:

- Survey work to complete the baseline is ongoing and is expected to be completed by the end of 2025. In order to complete an impact assessment, sufficient baseline data will be required
- The scope of survey, assessment and compensation route is still to be agreed following consultation with the relevant statutory organisations
- The scope will only consider species native to Cambridgeshire

7 GREENHOUSE GAS

7.1 INTRODUCTION

7.1.1 This section outlines the proposed approach to assessing Greenhouse Gas (GHG) within the ES. The GHG ES chapter will consider the Proposed Development's impact on climate, during construction and operation, and any potential resultant effects. It will set out the methodology used to assess GHG emissions and identify those impacts that can be scoped out of the ES.

7.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

7.2 STUDY AREA

7.2.1 The GHG assessment is not restricted by geographical area but instead includes any increase or decrease in emissions as a result of the Proposed Development, wherever that may be. This includes:

- Construction emissions from within the Site but also related to the transport of materials and waste (including and potential demolition activities prior to construction) to and from the Site and their manufacture (this may be far from the project location - for example emissions due to the manufacture of steel)
- Operational emissions (increase or reduction in emissions) which result from the operation of the Proposed Development and any shifts in energy usage that may occur. In this case, GHG emissions include those for embodied emissions arising from materials and waste for the operation of the Proposed Development, operational energy usage, water consumption and any shifts in transport modes / patterns which may occur
- Decommissioning emissions at the end of the design-life of the Proposed Development, associated with demolition and dismantling of processes equipment, as well as the transport and the onward management or disposal of materials

7.3 CONSULTATION

7.3.1 To date, no consultation or Site survey has been undertaken in relation to the GHG assessment for the Proposed Development. All data will be collected through desk-based study. The assessment will take into account any further issues relating to the assessment of GHG emissions identified in a Scoping Opinion response, which will inform the production of the ES.

7.4 OVERVIEW OF BASELINE CONDITIONS

CURRENT BASELINE

7.4.1 In the baseline (Do Minimum) scenario, GHG emissions occur constantly and widely as a result of human and natural activity including energy consumption (fuel, power), industrial processes, land use and land use change. The GHG assessment will only consider instances in which the Proposed Development results in additional or avoided emissions in comparison to the baseline scenario and its assumed evolution. The baseline conditions therefore focus on those emissions sources subject to change between the baseline scenarios without development and with development.

7.4.2 The Proposed Development is planned to involve a phased demolition and redevelopment of the existing Hinchingbrooke Hospital located in East of England. The existing GHG emissions for the Proposed Development relate to operational activities for the current hospital. The 'Do Nothing' baseline scenario involves no construction activities and therefore the construction baseline is zero emissions.

7.4.3 Additionally, the latest summary of GHG emissions for 2022[47] within HDC, CCC and the UK are presented in **Table 7-1**. These emissions have only been provided for context and are not the baseline emissions for this assessment.

Table 7-1 - Emission sources (2022) for Huntingdonshire, Cambridgeshire and East of England

Emission Sources	Huntingdonshire District Council (ktCO2e)	Cambridgeshire County Council (ktCO2e)	UK (ktCO2e)
Industry Electricity	44.2	136.2	11,642.4
Industry Gas	13.7	181.3	14,197.0
Large Industrial Installations	0.8	77.7	26,157.2
Industry 'Other'	33.8	108.1	10,347.4
Industry Total	**92.5**	**503.2**	**62,344.1**
Commercial Electricity	40.1	225.9	19,072.8
Commercial Gas	16.2	121.4	12,543.0
Commercial 'Other'	5.5	20.4	2,280.0
Commercial Total	**61.8**	**367.6**	**33,895.8**
Public Sector Electricity	8.3	50.3	3,611.1
Public Sector Gas	14.4	93.5	7,019.4
Public Sector 'Other'	2.8	15.1	1,064.3
Public Sector Total	**25.5**	**158.9**	**11,694.8**
Domestic Electricity	59.1	220.8	20,500.1

[47] Gov.uk, 2024. *UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022.* [Online] Available at: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2022 [Accessed 31 March 2025]

Emission Sources	Huntingdonshire District Council (ktCO2e)	Cambridgeshire County Council (ktCO2e)	UK (ktCO2e)
Domestic Gas	141.7	493.0	53,287.5
Domestic 'Other'	33.4	145.4	10,477.4
Domestic Total	**234.1**	**859.2**	**84,265.0**
Road Transport (A roads)	373.1	971.1	44,172.8
Road Transport (Motorways)	137.7	261.2	23,978.4
Road Transport (Minor roads)	137.5	435.9	41,783.3
Diesel Railways	12.7	32.7	1,593.4
Transport 'Other'	20.7	56.8	3,128.5
Transport Total	**681.8**	**1,757.6**	**114,656.4**
Landfill	64.4	197.8	13,473.4
Waste Management 'Other'	91.9	147.0	5,260.4
Waste Management Total	**156.3**	**344.8**	**18,733.8**
Other Total (LULUCF and Agriculture)	**558.1**	**2,457.7**	**50,339.5**
Grand Total	**1,810.1**	**6,449.1**	**375,929.3**

SENSITIVE RECEPTORS

7.4.4 The impacts of GHG emissions relate to their contribution to global warming and climate change. These impacts are global and cumulative in nature, with every tonne of GHG emissions contributing to impacts on natural and human systems. GHG emissions result in the same global effects wherever and whenever they occur and, therefore, the sensitivity of different human and natural receptors is not considered.

FUTURE BASELINE

7.4.5 The future baseline considers GHG emissions without any further development of the existing Site. It is assumed that without the Proposed Development, the current Hinchingbrooke Hospital would continue to operate at its existing capacity. No other future operations are reasonably foreseen that would lead to a significant change in the existing baseline GHG emissions.

7.4.6 The operational baseline for the GHG assessment will include the effects associated with the operational energy and traffic associated with the existing Site, where appropriate. This will be assessed using information on current energy use on-Site and traffic data, where appropriate and available. Where energy data is not available, baseline GHG emissions may be estimated based on footprint area, type of use and assumptions regarding the source of energy (e.g. grid electricity, natural gas supplies, on-site power generation etc).

7.4.7 The sensitive receptor for the GHG assessment is the global climate, therefore consideration of impacts related to future climate change is inherent in the assessment.

7.5 APPROACH TO ASSESSMENT

ASSESSMENT METHODOLOGY

7.5.1 The assessment will consider the likely magnitude of GHG emissions in comparison to the baseline scenario without the Proposed Development. It will consider emissions throughout the lifecycle of the development including:

- **Construction stage** – for example, demolition of existing structures, the embodied emissions associated with materials, transportation of materials to the Site and waste/arisings from the Site, and the construction process
- **Operation stage** – for example, emissions associated with the replacement/refurbishment of the new hospital facilities, emissions associated with energy use and water consumption for the redeveloped hospital. A potential change in transport emissions arising from the use of the Proposed Development as well as the surrounding regional road network to gain access would also fall under operational emissions
- **Decommissioning stage** – for example, emissions from equipment used in the demolition of the Proposed Development at its end-of-life and transportation of waste

For all lifecycle stages and sub-stages of the Proposed Development, the assessment will include the following:

- Collection of available data / information on the scale of GHG emitting activities (for example, tonnes concrete, litres of fuel, kWh electricity) for the baseline scenario and for the Proposed Development. In each case this will cover the minimum design life of the Proposed Development, assumed to be 60 years
- Calculation of the GHG emissions by applying a suitable emissions factor (tCO_2e per unit of emissions generating activity)

7.5.2 Emissions calculations will focus on emissions annually and throughout the Proposed Development lifecycle. Values will be reported as tonnes of CO_2 equivalents (tCO_2e).

SIGNIFICANCE CRITERIA

7.5.3 The methodology adopted will attribute a significance of effect level based on the sensitivity/value of the affected receptor(s) and the magnitude of change arising from the Proposed Development. Any magnitude of emitted or avoided GHG emissions makes a cumulative contribution to climate change. As there is only one receptor i.e. 'the climate', it has a consistent sensitivity (**high**) no matter the location of the emissions source.

7.5.4 Significance of GHG impacts is assessed in line with IEMA guidance[81]: "*a development's emissions should be based on its net impact over its lifetime, which may be adverse, beneficial or negligible*".

The evaluation of significance is not solely based on the magnitude of GHG emissions but whether the Proposed Development contributes to reducing GHG emissions relative to a comparable baseline consistent with achieving net zero by 2050.

7.5.5 With regards to assigning significance, IEMA guidance[48] provides five distinct levels of significance as outlined below. Major or moderate adverse effects and beneficial effects are considered significant; minor adverse and negligible effects are considered to be not significant.

- **Major adverse (significant):** the Proposed Development's GHG impacts are not mitigated or are only compliant with do-minimum standards set through regulation, and do not provide further reductions required by existing local and national policy for projects of this type. A project with major adverse effects is locking in emissions and does not make a meaningful contribution to the UK's trajectory towards net zero
- **Moderate adverse (significant):** the Proposed Development's GHG impacts are partially mitigated and may partially meet the applicable existing and emerging policy requirements but would not fully contribute to decarbonisation in line with local and national policy goals for projects of this type. A project with moderate adverse effects falls short of fully contributing to the UK's trajectory towards net zero
- **Minor adverse (not significant):** the Proposed Development's GHG impacts would be fully consistent with applicable existing and emerging policy requirements and good practice design standards for projects of this type. A project with minor adverse effects is fully in line with measures necessary to achieve the UK's trajectory towards net zero
- **Negligible (not significant):** the Proposed Development's GHG impacts would be reduced through measures that go well beyond existing and emerging policy and design standards for projects of this type, such that radical decarbonisation or net zero is achieved well before 2050. A project with negligible effects provides GHG performance that is well 'ahead of the curve' for the trajectory towards net zero and has minimal residual emissions
- **Beneficial (significant):** the Proposed Development's net GHG impacts are below zero and it causes a reduction in atmospheric GHG concentration, whether directly or indirectly, compared to the without project baseline. A project with beneficial effects substantially exceeds net zero requirements with a positive climate impact

7.5.6 In order to provide context to the GHG emissions, and as set out in the IEMA guidance[81] the estimated GHG emissions arising from the Proposed Development will be compared with the respective UK carbon budgets[49], shown in **Table 7-2**, which have been set by the UK Government covering 2023 to 2037. Further contextualisation on more local or sector carbon budgets will also be considered where relevant.

[48] IEMA (2022) Assessing Greenhouse Gas Emissions and Evaluating Their Significance 2nd Edition. Available at: https://www.iema.net/

[49] UK Gov. (2023). Carbon Budgets 2021. Available at: https://assets.publishing.service.gov.uk/media/6424b2d760a35e000c0cb135/carbon-budget-delivery-plan.pdf.

Table 7-2 - UK Carbon Budgets*

Carbon Budget Period	UK Carbon Budget (MtCO2e)
Fourth: 2023-2027	1,950
Fifth: 2028-2032	1,752
Sixth: 2033-2037	965

**The Seventh carbon budget for the period 2038-2042 is due to be confirmed later in 2025.*

LEGISLATION, POLICY AND GUIDANCE

7.5.7 The GHG assessment will be completed in line with relevant legislation and by application of best practice guidance to consider how the Proposed Development will minimise carbon emissions. The following guidance documents will be used to inform the GHG assessment chapter:

- IEMA (2022). Assessing Greenhouse Gas Emissions and Evaluating their Significance 2nd Edition[80]
- PAS 2080:2023 Carbon Management in Buildings and Infrastructure[50]
- Royal Institute of Chartered Surveyors (RICS) Whole life carbon assessment for the built environment (2023)[51]
- The GHG Protocol[52]
- National Planning Practice Guidance 2021[53]

7.5.8 Additionally, a summary of the legislation and policies relevant to the GHG assessment is provided below.

LEGISLATIVE CONTEXT

7.5.9 The following legislation is relevant to the assessment of effects on greenhouse gases:

United Nations Framework Convention on Climate Change

7.5.10 The UK is a member of the United Nations Framework Convention on Climate Change (UNFCCC) which drives international action on climate change. The UK has pledged to reduce emissions under the Paris Agreement[54], as a part of a joint pledge by members of the European Union (EU). This provides an overarching commitment by the UK.

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50 BSI, 2023. PAS 2080:2023 Carbon Management in Buildings and Infrastructure. [Online]. Available at: https://www.bsigroup.com/en-GB/insights-and-media/insights/brochures/pas-2080-carbon-management-in-infrastructure-and-built-environment/#:~:text=PAS%202080%3A2023%20guides%20organizations,lifecycle%20of%20buildings%20and%20infrastructure [Accessed 2 April 2025].

51 RICS, 2023. Whole life carbon assessment for the built environment, 2nd edition. [Online]. Available at: https://www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/construction-standards/whole-life-carbon-assessment [Accessed 2 April 2025].

52 Greenhouse Gas Protocol. (Various).[Online]. Available at: https://ghgprotocol.org/ [Accessed 2 April 2025].

53 Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities, 2021. 'Planning Practice Guidance'. Available at: https://www.gov.uk/government/collections/planning-practice-guidance

54 United Nations Climate Change, n.d. *UN Climate Change.* [Online] Available at: https://unfccc.int/ [Accessed 31 March 2025].

Town and Country Planning Act 1990[55]

7.5.11 The Town and Country Planning Act 1990, along with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, set out the procedures to be followed in relation to environmental impact assessments linked to certain types of developments in the UK.

7.5.12 The TCPA EIA Regulations requires the EIA process to identify, describe and assess the direct and indirect significant effects of a project on the climate. It also stipulates that the information to be included within the Environmental Statement should include where relevant "impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change".

Environment Act 2021 (UK Government, 2021)[56]

7.5.13 The Act is the UK's new framework of environmental protection. The Act sets out clear statutory targets for the recovery of the natural world in four priority areas and includes the requirement to produce an Environmental Improvement Plan by the Secretary of State to significantly improve the natural environment.

7.5.14 The targets are aligned with the government's Net Zero Strategy and will play a key role in reducing GHG emissions through actions to improve air quality as well as across the agriculture, waste and land-use and forestry sectors.

UK Climate Change Act[57]

7.5.15 The Climate Change Act 2008 established a legal requirement for an 80% reduction in the GHG emissions of the UK economy by 2050 in comparison to the 1990 baseline. In June 2019, this target was replaced with reaching 'net zero' GHG emissions by 2050. The Act also created the Committee on Climate Change, with a responsibility for:

- Setting five-year carbon budgets
- Advising and scrutinising the UK Government's associated climate change adaptation programme
- Producing a national adaptation plan for the UK Government to implement

Carbon Budget Delivery Plan and Carbon Budget 6[58]

7.5.16 The Sixth Carbon Budget report was released by the Committee on Climate Change (CCC) in December 2020, which sets the limit on allowed UK territorial GHG emissions over the period 2033 to 2037. The CCC advise the 'Balanced Net Zero Pathway', reducing emissions by 2035 to 78% below 1990 levels. It was enshrined in law in April 2021.

7.5.17 The Carbon Budget Delivery Plan details how the UK Government intend to meet Carbon Budgets 4 to 6 (to 2037), though proposals and policies, and their anticipated emissions reductions (where quantified) to 2037.

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55 Legislation.gov.uk, 1990. *Town and Country Planning Act 1990.* [Online] Available at: https://www.legislation.gov.uk/ukpga/1990/8/contents [Accessed 31 March 2025].
56 Legislation.gov.uk, 2021. *Environment Act 2021.* [Online] Available at: https://www.legislation.gov.uk/ukpga/2021/30/contents [Accessed 31 March 2025].
57 Climate Change Committee, 2025. [Online] Available at: https://www.theccc.org.uk/ [Accessed 31 March 2025].
58 Carbon Budget Delivery Plan and Carbon Budget 6. Available at: Sixth Carbon Budget - Climate Change Committee.

7.5.18 The Plan also details the expected performance against the Carbon Budgets and shows that for CB6 (965 MtCO2e) there is expected to be an overshoot of 32 MtCO2e currently.

7.6 MITIGATION

7.6.1 In line with IEMA guidance[59], it is important to incorporate measures to reduce GHG emissions at an early stage, this means that mitigation should be considered at all stages of design, not just as part of the EIA process. No embedded mitigation for GHG reduction measures are identified at this stage. Relevant additional design, mitigation and enhancement measures will be identified in the ES, which may include:

- Early-stage design and specification for construction of the Proposed Development with a view to minimising future GHG emissions, using the PAS 2080:2023 standard for carbon management in buildings and infrastructure[82] as a basis for design optimisation, with consideration of the carbon reduction hierarchy during design and construction:
  - **Avoid**: aligning the outcomes of the Proposed Development and/or programme of work with the net zero transition at the system level and evaluate the basic need at the asset and/or network level
  - **Switch**: assess alternative solutions and then adopt one that reduces whole life emissions through alternative scope, design approach, materials, technologies for operational carbon reduction, among others, while satisfying the whole life performance requirements
  - **Improve**: identify and adopt solutions and techniques that improve the use of resources and design life of an asset/network, including applying circular economy principles to assess materials/products in terms of their potential for reuse or recycling after end of life
- Maximising the opportunity to use more sustainable materials by identifying in procurement documentation that materials and products with reduced embodied carbon emissions, and materials/resources featuring recycled content, are preferred (where safe and of sufficient integrity for engineering)
- Designing, specifying and constructing the Proposed Development with a view to maximising the operational lifespan and minimising the need for maintenance and refurbishment (and thus reducing the frequency of releasing associated GHG emissions)
- Specifying efficient mechanical and electrical equipment (such as pumps, motors and lighting) that are long-lasting and chosen for durability and energy efficiency credentials
- Using locally sourced materials where available and practicable to minimise the distance materials are transported from source to the Site
- Using more modern and efficient construction plant and delivery vehicles, and/or those powered by lower carbon fuels or electricity
- Establish effective systems for energy monitoring and sub-metering for key components of the Proposed Development for optimisation of operational conditions
- Maximising the operational lifespan and minimising the need for maintenance and refurbishment (and all associated emissions)
- Maximising the potential for reuse and recycling of materials/elements at the end-of-life stage

[59] IEMA (2022) Assessing Greenhouse Gas Emissions and Evaluating Their Significance 2nd Edition. Available at: https://www.iema.net/

7.7 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

7.7.1 The potential sources of GHG emissions associated with the Proposed Development are identified in **Table 7-3**, in-line with building and infrastructure life cycle stages and information modules identified in BS EN 17472:2022[60](and referenced in PAS 2080).

Table 7-3 - Key Emissions Sources During the Proposed Development Lifespan

Lifecycle Stage (as per BS EN 17472)		Potential Emissions Sources (Not Exhaustive)
Construction	Product stage (manufacture and transport of raw materials to suppliers) A1-3	Embodied emissions associated with extraction and manufacturing of the required raw materials.
	Transport of materials to the Site A4	Emissions from fuel and electricity used in vehicles transporting materials to the Site.
	Plant and equipment used during construction A5	Emissions from fuel and electricity used in plant and equipment on-site.
	Transport of waste A5	Emissions from fuel/energy used in vehicles transporting materials to destinations away from the Site.
	Disposal of waste A5	Emissions from the final disposal of waste materials.
	Land use, land use change and forestry A5	Change in emissions associated with the clearance and disposal of vegetation during construction of the Proposed Development.
Operation	Operation B1	Emissions attributable to products and materials (such as the use of refrigerants if applicable) over the life cycle of the Proposed Development.
	Maintenance, repair, replacement, refurbishment B2-5	Embodied emissions, and emissions from transport and plant associated with maintenance, repair, replacement, and refurbishment.
	Operational Energy Use B6	Emissions from the use of energy for the Proposed Development (e.g. grid/network energy supplies for heating and cooling in buildings, lighting, fuel for backup generators etc).
	Operational Water Use B7	Emissions from the use of water for the Proposed Development. (e.g. patient use, catering, hygiene and maintenance activities etc.).
	Land use, land use change and forestry B8	Change in emissions associated with the release or sequestration of CO_2 associated with a change in land use during operation of the Proposed Development.
	End-user emissions (regional traffic flows) – traffic B8	Vehicles using highways infrastructure affected by the development.
End of Life	Decommissioning process C1	Emissions from decommissioning work (i.e. fuel / electricity).
	Transport and disposal of materials C2-4	Emissions sources as fuel/energy consumption from transport of materials to disposal sites or recovery.

[60] BS EN 17472:2022 standard. Sustainability of construction works – Sustainability assessment of civil engineering works - Calculation methods. Available at: https://www.bsigroup.com/en-GB/standards/.

7.7.2 The impact of GHG emissions relates to their contribution to global warming and the achievement of national climate change targets. These impacts are global and cumulative in nature, with every tonne of GHGs contributing to impacts on natural and human systems. GHG emissions result in the same global effects wherever and whenever they occur and, therefore, the sensitivity of different human and natural receptors is not considered. The magnitude of emissions associated with the Proposed Development will not be quantified until the ES is produced, and as such the impact of the Proposed Development on the climate is not currently known.

7.8 ELEMENTS SCOPED IN AND OUT OF THE FURTHER ASSESSMENT

A summary of the proposed scope for the GHG assessment is presented in **Table 7-4**.

Table 7-4 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Product stage (manufacture and transport of raw materials to suppliers) A1-3	Construction	✔		Raw materials required for the Proposed Development will result in embodied emissions and have the potential to be significant.
Transport and materials to the Site A4	Construction	✔		Construction stage emissions from fuel / energy consumption due to the delivery of material to the Site have the potential to be significant.
Plant and equipment used during construction A5	Construction	✔		Fuel / energy consumption of plant and equipment used during construction would generate substantial GHG emissions
Transport of waste A5	Construction	✔		Emissions from fuel / energy consumption due to the transport of waste materials may have potential material impacts.
Disposal of waste A5	Construction		✔	Emissions from the disposal of waste are unlikely to be large due to a large proportion of the construction waste being inert.
Land use, land use change and forestry A5	Construction		✔	A review of existing land uses for the Proposed Development (already developed land and areas of amenity grassland) indicates that emissions from potential change in land use are not expected to be material.
Operation B1	Operation	✔		There is expected to be use of refrigerants in various equipment for the Proposed Development, which are a potential source of significant emissions.
Maintenance, repair, replacement and refurbishment	Operation	✔		The Proposed Development will require scheduled maintenance and refurbishment activities requiring replacement parts, with the

Element	Phase	Scoped In	Scoped Out	Justification
B2, B3, B4 & B5				potential for materials from embodied carbon and use of equipment.
Operational Energy Use B6	Operation	✔		Emissions from operational energy use within the Proposed Development (e.g. heating, lighting and operation of equipment) have the potential to be significant.
Operational Water Use B7	Operation	✔		It is expected that significant quantities of water would be required for operation of the Proposed Development (e.g. patient use, hygiene, catering, maintenance etc), with the potential for material impacts.
Land use, land use change and forestry B8	Operation		✔	A review of the Proposed Development location indicates that the Site consists of already developed land with some amenity grassland and a reduction in carbon sequestration due to the Proposed Development is not considered to be material.
End-user emissions (regional traffic flows) - traffic B8	Operation	✔		Changes to regional traffic flows may be expected and this has the potential to result in a material change in GHG emissions.
Decommissioning process C1-C4 (end of life)	Operation (end of life)		✔	Expected timescales for decommissioning are so far into the future that there is insufficient certainty about the likelihood, type or scale of emissions activity to determine their likely magnitude, even if they take place at all. As such these emissions sources will not be considered.

7.9 LIMITATIONS AND ASSUMPTIONS

7.9.1 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- Depending on the available information at the time of the assessment, there may be some uncertainty regarding the types and quantities of materials to be used in construction
- Assessment of traffic-related GHG emissions will be dependent on data provided by the design team used to inform the Transport Assessment
- The assessment of significance will be based, in part, on professional judgement
- For the purposes of this assessment, it will be assumed that the Proposed Development would be operational for 60 years, which is the average lifespan for this type of development
- Some small emissions sources, including the onward management or disposal of construction waste material and land-use change, have been excluded as emissions from these sources are not considered likely to be large and therefore not material to the assessment

8 GROUND CONDITIONS AND CONTAMINATION

8.1 INTRODUCTION

8.1.1 This section outlines the proposed approach to assessing ground conditions and contamination within the ES. The Ground Conditions chapter of the ES will address the potential effects of the Proposed Development in Huntingdon with respect to ground conditions and contamination.

8.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

8.2 STUDY AREA

8.2.1 The assessment of ground conditions and contamination considers a study area that includes the Proposed Development and a radial study area (500m) around the Proposed Development. The extent of this zone has been developed using professional judgement on the basis that contamination migration beyond this distance is likely to be negligible.

8.2.2 The extent of the study area will encompass information on current and historical anthropogenic activities within the following areas:

- Within the red line boundary of the Site
- Within 500m of the Site for human health receptors
- Within 500m of the Site for controlled waters

8.3 CONSULTATION

8.3.1 Regulatory consultation was undertaken for the Proposed Development within the Preliminary Risk Assessment Report[61]

CONTAMINATED LAND OFFICER (CLO)

8.3.2 The CLO at HDC was contacted on 25 June 2024. A response was received on 23 July 2024. A summary of pertinent information is found below, and the full response can be found within the Hinchingbrooke Hospital PRA[61] dated, August 2024.

- HDC are not aware of any open, closed or pre-licensing landfill sites on or within 1000 metres of the Site
- Environmental Health do not keep records of unlicensed water abstractions. There are no licensed water abstractions within 500 metres of the Site
- There are no Part B prescribed activities permitted under the Pollution Prevention and Control Act 1999 on or within 500 metres of the Site
- Minor elevated concentrations of arsenic were identified in soils beneath the staff car park in the north-western corner of the Site. Environmental Health are not aware of any other contamination issues or any intrusive investigations or remediation works at the Site. This report has been reviewed and no exceedances when screened against the C4SL for a commercial end use. It was also noted that the assessment is 12 years old
- Environmental Health have not received any formal nuisance complaints associated with the enquiry site (i.e. the Site) or adjoining properties within the last five years

[61] WSP (2024). Hinchingbrooke Hospital Preliminary Risk Assessment.

- HDC has completed the preliminary inspection of the district in accordance with its duties under the Environmental Protection Act 1990 Part 2A and its Contaminated Land Inspection Strategy. In respect of the enquiry site, no further actions are proposed in connection with Part 2A. All sites within the district will be the subject of re-inspection at some future date as legislation requires councils to inspect "from time to time"
- Environmental Health are not aware of any other environmental issues associated with the enquiry site. A planning application site located approximately 100 metres west of the enquiry site boundary found various contaminants associated with a former forensic science laboratory and were remediated before a housing development was completed

ENVIRONMENT AGENCY

8.3.3 The Environment Agency were contacted on 25 June 2024. A response was received on the 22 July 2022. A summary of pertinent information is found below, and the full response can be found within Hinchingbrooke Hospital PRA[61] dated, August 2024.

- There are no landfills within 500m of the Site
- Pollution incidents:
  - Incident Date: 2002, Pollutant: Acids, Cause: Fly-tipping, Grid Reference: TL 2284 7237, Location: 340m northeast of the Site, Impacts: Minor land impacts
  - Incident Date 2015, Pollutant: Diesel, Cause: unknown, Grid Reference: TL 22619 72514, Location: 370m north of the Site, Impacts: Minor land impacts
  - Incident Date 2007, Pollutant: Crude Sewage, Cause: failure/overflow, Grid Reference: TL 22663 71576, Location: 500m south of the Site, Impacts: Minor water impacts
- There are no licenced abstractions within 500m of the Site
- There are no active groundwater quality monitoring sites within 500m of the Site
- There are no Environment Agency groundwater level monitoring boreholes within 500m of the Site
- The Environment Agency are not currently aware of any land contamination issues, with respect of pollution to the water environment, relating to this Site
- There are no records of extensive remedial work being undertaken within the vicinity of the Site

8.3.4 The Building Control Officer (BCO) for HDC was also contacted, however, no response has been provided to date at the time of preparing this EIA Scoping Report.

8.4 OVERVIEW OF BASELINE CONDITIONS

8.4.1 Existing uses, soil, geological, hydrogeological, and hydrological conditions have been reviewed to establish the initial baseline conditions of the study area, including the potential receptors of contamination.

CURRENT SITE USE

8.4.2 The Site comprises of Hinchingbrooke Hospital and open grassland to the south-east. The Site is made up of a variety of buildings and clinics.

SITE HISTORY

8.4.3 Historical mapping dated from 1885 indicates that the Site comprised of Hinchingbrooke Farm buildings in the north / north east of the Site and undeveloped agricultural land. No further

developments were indicated until 1975 mapping which shows a nurses home present in the east of the Site. The Site was redeveloped into a hospital in 1981 with the farm buildings removed, but the nurses home and a tank noted within the central southern area of the hospital. remained. An electrical substation is noted in 1983 mapping on the southeastern boundary. Additional developments at the Site were noted from 1983 to the present day, including removal and redevelopment of buildings and addition of a nursery and the new theatre blocks.

GEOLOGY

8.4.4 The British Geological Survey BGS Map Sheet 187 – Huntingdon (1:50,000 Series, 1975) indicates the Site is covered by the Oadby Member (diamicton) which is underlain by the Oxford Clay Formation.

8.4.5 A ground investigation was completed at the Site dated 2021 as part of the theatre block redevelopment. The ground conditions encountered are summarised below in **Table 8-1**.

Table 8-1 - 2021 Ground Investigation – Ground Conditions

Stratum	Depth to Base of Strata (m bgl)*	Elevation of Base of Strata (m AOD)**	Thickness (m)	Water Strike (m bgl)*	Description
Reworked topsoil (only encountered in WS02)	0.20	28.73	0.20	1.40	Grass over topsoil
Made Ground	0.30 to 0.60	29.19 to 27.81	0.30 to 0.60	None	Granular – dark or light grey / yellowish, orange or reddish brown slightly silty sandy fine to coarse angular to subrounded gravel of granite, flint, limestone, sandstone, asphalt and brick. Cohesive – soft to firm brown or dark greenish grey slightly sandy silty gravelly clay. Gravel was fine to coarse angular to subangular flint, brick, sandstone, clinker and asphalt.
Oadby Member	Not proven (10.45)	Not proven (18.93)	Not proven (10.45)	None	Upper – Weathered stiff locally firm light brown / mottled grey and orange, brown slightly sandy slightly gravelly clay with rare silt and relict decaying rootlets. Gravel was fine to coarse subangular to rounded flint, chalk and mudstone. Lower – stiff partially fissured dark grey slightly sandy slightly gravelly clay, with rare silt. Gravel was fine to medium subangular to rounded flint, chalk and mudstone with rare shell fragments.
Oxford Clay Formation	Not proven (24.85)	Not proven (3.26)	Not proven	None	Stiff locally firm dark brown mottle grey slightly sandy slightly gravelly clay. Gravel is fine to coarse sub-angular to rounded flint, chalk and mudstone, with rare decaying rootlets

*metres below ground level **metres Above Ordnance Datum

Hydrogeology

8.4.6 There are no groundwater abstractions within 500m of the Site. The Site is not located within an EA groundwater source protection zone. The Site is not within an Environment Agency Source Protection Zone (SPZ). The BGS groundwater flooding map indicates that the Site is located in an area that has a low likelihood for groundwater flooding to occur.

Hydrology

8.4.7 The following surface water features have been identified on-Site and within 500m of the Site:

- Three ponds are located on-Site in the north east, south eastern boundary and the west
- A road drain is located 20m north west of the Site (along parkway road)
- A pond is located 15m to the north
- A group of two ponds are found 130m east of the Site
- Drainage ditches along the A1307, 280m to the north
- A drain leading to Alconbury Brook is located 315m southwest of the Site
- A pond is located 360m south west
- Barrack Brooke is located 440m east at its closet point
- Alconbury Brook and a lake system is found 480m south west assumed to flow east into the River Great Ouse approximately 1.4km southeast from the Site

8.4.8 Mapping has identified as high risk from surface water flooding in localised areas in the north, north east and south of the Site. Medium and Low flood risk has been identified in localised areas across the Site. The Site is located within Flood Zone 1 (low probability of flooding from rivers and the sea). There are no surface water abstractions located within 500m of the Site.

UNEXPLODED ORDNANCE (UXO)

8.4.9 Publicly available bomb risk mapping supplied by Zetica indicates the Site is in a low risk area. However, a UXO find was noted 1000m to the east, therefore, a Pre-Desk Study Assessment was procured from Zetica, details from this assessment are found below:

- One British bomber aircraft crashed in the vicinity of the Site
- The following strategic targets were located in the vicinity of the Site
    - Transport infrastructure and public utilities
    - Royal Airforce (RAF Wyton, RAF Alconbury, and RAF Brampton
    - Industries important to the war effort, including aircraft manufacturing
    - Military barracks, camps, depots, and training areas
    - Anti-Aircraft (AA) and anti-invasion defences

8.4.10 In conclusion, whilst a detailed desk study is always prudent, it is not considered essential for the Site.

LANDFILLING / INFILLED LAND AND WASTE TREATMENT FACILITIES

8.4.11 There are no records of current or historic landfills, or mineral sites within 500m of the Site.

8.4.12 One registered waste treatment site is located on Site. The facility covers a wide range of waste: sorting and de-naturing of controlled drugs for disposal; treatment of waste food; and preparatory treatments (baling, sorting, shredding).

SENSITIVE LAND USES

8.4.13 The Site is located within the Great Ouse Nitrate Vulnerable Zone (NVZ) in relation to surface water and the Huntingdon River Gravels NVZ in relation to groundwater. Portholme Site of Special Scientific Interest (SSSI) is found 700m south east of the Site. Magic mapping indicates there are a number of listed buildings in close proximity (see **Chapter 6: Archaeology and Built Heritage**).

CONCEPTUAL SITE MODEL

8.4.14 Environmental risk can be defined as the combination of the consequence of a harmful effect and the probability of its occurrence. The existence of a contaminant linkage is primarily dependant on the study area usage and environmental conditions.

8.4.15 This Scoping Report has been prepared by identifying and evaluating the significance of the following:

- Potential sources of contamination: these include any actual or potentially contaminating materials and activities, located on or within 500m of the Proposed Development
- Potential pathways for contamination migration: these are the routes or mechanisms by which contamination may migrate from the source to the receptor
- Potential receptors of contamination: these include present or future land users, activities or persons at the Proposed Development

POTENTIAL SOURCES

8.4.16 **Ground Investigation Report, New Theatre Block, Hinchingbrooke Hospital, Dated April 2021**[62]

8.4.17 There were no exceedances within the Made Ground or Oadby member when screened against the GACS and C4SLs for a commercial end use scenario. No asbestos was noted within the 11 samples submitted for analysis.

8.4.18 Minor elevated concentrations of metals (nickel, selenium and zinc), PAHs (benzo (a) pyrene and fluoranthene) and sulphate were noted above both the drinking water and surface water standards. However, there were no correlating soil sample exceedances.

8.4.19 No elevated ground gas was noted at the Site.

8.4.20 **Hinchingbrooke Hospital Preliminary Risk Assessment, Dated August 2024**[61]

8.4.21 The PRA identified the following sources of contamination at the Site:

- Made ground associated with the current land use as a hospital
- On-site waste treatment facility
- On-site tanks / generators
- Electrical substation on the south eastern boundary
- Infilled pond found in the north of the Site
- Sites historical agricultural use

8.4.22 Surrounding historical land uses within 500m:

- Agricultural land, brick and tile works. Timber yard and Coal yard

62 WSP Ground Investigation Report, New Theatre Block, Hichingbrooke Hospital, 70081239-GIR, dated April 2021.

8.4.23 Surrounding current land uses within 500m:

- Hinchingbrooke Business Park (adjacent), four electrical sub stations (between 100 and 350m) and fire services (150m)

8.4.24 These sources have the potential to contaminate near-surface soils, impact groundwater and generate ground gases.

SENSITIVE RECEPTORS

8.4.25 The following receptors may be impacted by potential sources of contamination within the Site:

Human Health:

- Construction / maintenance workers
- Current /future site users including road and pavement users
- Off-site users in the immediate vicinity of the Proposed Development including neighbouring residents

Controlled Waters:

- Groundwater – granular deposits of made ground and oadby member (secondary undifferentiated aquifer)
- Surface waters – localised ponds

Below Ground Structures:

- Below ground infrastructure and enclosed spaces/structures associated with the Proposed Development

CONTAMINATION PATHWAYS

8.4.26 The plausible contaminant pathways that have been identified for the Proposed Development works include:

Human Health:

- Dermal contact
- Direct ingestion
- Direct exposure to impacted shallow groundwater and/or surface water
- Inhalation of particulates/fibres and/or soil/water derived vapours
- Asphyxiation by accumulation of ground gases in internal/confined spaces

Groundwater / Geology:

- Leaching of contaminants through the unsaturated zone and subsequent impact on groundwater
- Lateral migration of impacted groundwater

Surface Water Features:

- Surface water runoff
- Migration of immiscible contaminants

Agricultural Land:

- Leaching of contaminants
- Surface water runoff

- Lateral migration of impacted groundwater
- Migration of immiscible contaminants

8.5 MITIGATION

8.5.1 Mitigation measures are likely to be required; and are anticipated to comprise:

- Requirement for further information from an up-to-date intrusive ground investigation encompassing the Site; this will be undertaken to confirm the baseline and allow characterisation and quantification of the contamination risks at the Site and confirm the geological and hydrogeological regime
- Production of a Remediation Method Statement (RMS), if required, which will specify the remediation measures required to reduce the risk to human health and controlled waters to an acceptable level. Measures are likely to comprise, but not necessarily be limited to:
  - Removal/treatment of contamination hotspots
  - Installation of clean cover in areas of soft landscaping
  - Installation of gas protection measures in buildings
- If the preferred foundation solution includes piles, a Piling Risk Assessment may be required to confirm the absence of significant risk or the mitigation measures required to limit the risk of contamination to deeper water bodies
- A Verification Report will be required to confirm the success of the measures stipulated in the RMS
- A Construction Phase Plan (CPP) should be in place through all construction works to ensure the protection of workers and the general public. The CPP will specify safe working practices to protect workers and neighbouring site users from contamination related risks. Measures are likely to include provision of appropriate Personal Protective Equipment (PPE) and Respiratory Protective Equipment (RPE) for the proposed tasks and identified contamination
- The OCEMP will include measures to limit the mobilisation of existing contamination and also to prevent the creation of further contamination from the construction works. Measures are likely to include, but are not limited to:
  - Diversion of surface water drainage;
  - Storage of contaminated spoil in bunded covered containers;
  - Storage of fuel and chemicals in bunded containers; and
  - The use of spill trays when refuelling.

8.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

The following issues will be considered within this ES:

- Areas of infilling and made ground associated with the Proposed Development, including infilled ponds
- Current uses including electrical substations, tanks, generators, below ground services, materials storage and disposal, other storage
- Licensed waste treatment facility within the Site for house waste storage and clinical waste transfer
- The Site's historical agricultural use

CONSTRUCTION

8.6.1 During the construction stage of the Proposed Development the principal human health receptors will be construction workers and neighbouring site users. Controlled waters receptors, including the underlying aquifers and on-Site and nearby surface water features, will also be considered.

OPERATION

8.6.2 During the operational stage, the principal human health receptors will be users of the study area and neighbouring site users. Controlled waters receptors will be considered, as will building structures including buried concrete and potable water supply pipes. Construction and maintenance workers will be considered should groundworks be required for maintenance.

ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

The following issues will be considered within the ES:

- Historical land use with a potential of use of herbicides and pesticides
- Made ground associated with current land use and infilled ponds on Site
- Asbestos within existing buildings
- Current use of the Site including presence of tanks, substation, waste treatment facility and generators
- Any current industrial and commercial land use within 500m of the Site including business park, substations, and fire services

8.6.3 The ES chapter will describe the methodologies employed, findings of the Conceptual Site Model presented in the PRA along with results of the ground investigations, potential impacts and mitigation measures required to prevent identified potential impacts.

8.6.4 Potential significant impacts on human health, and controlled water receptors will be assessed for the construction stage. It is recommended that assessment for the operational stage is scoped out of the EIA, see **Table 8-2** for details.

8.6.5 During the construction stage of the Proposed Development, the principal human health receptors will be construction workers, Site users and neighbouring site users. Controlled waters receptors including underlying aquifers and on-site and nearby surface water features as well as below ground infrastructure receptors will also be considered.

8.6.6 During the operational stage of the Proposed Development, the principal human health receptors will be Site users and neighbouring site users. Maintenance workers will be considered should groundworks be required for the maintenance of the Proposed Development. Controlled waters, including underlying aquifers and on Site nearby surface water features, as well as below ground infrastructure receptors, will also be considered.

8.6.7 **Table 8-2** provides a summary of all the elements that have been scoped in and out for further assessment regarding ground conditions and contamination.

Table 8-2 - 2021 Ground Investigation – Ground Conditions

Element	Phase	Scoped In	Scoped Out	Justification
Potential impact on human health receptors. Construction workers, on-site users and neighbouring site users	*Construction*	✔		*Potential for ground contamination to be experienced during construction and potential control of this material for environment/human effects. Construction works could disturb and exacerbate contamination or contribute a new source of pollution to the Site. The risk will need to be considered, and mitigation measures applied.* *Asbestos may be present within the fabric of the existing buildings onsite.*
Potential impact on controlled water receptors	*Construction*	✔		*Potential for ground and groundwater contamination. Construction works could disturb and exacerbate historical contamination or contribute a new source of pollution to the Site. Both the historical sources, and potential new sources introduced, could impact sensitive receptors including surface waters and underlying aquifers unless mitigation measures are applied.*
Potential impact on below ground infrastructure	*Construction and Operation*	✔		*Due to the presence of infilled ground and made ground within the study area, there is the potential for contamination to degrade potable water pipes or use these and other services as pathways for the migration of contamination or ground gas. Therefore, mitigation measures are recommended to address this.*
Potential impact on health of maintenance workers, future site users and neighbouring site users	*Operation*		✔	*The Proposed Development not expected to introduce new sources of contamination to the Site, there are not likely to be significant effects in relation to human health or controlled waters once the Proposed Development is completed and operational*
Potential impact on controlled waters receptors	*Operation*		✔	*The Proposed Development not expected to introduce new sources of contamination to the Site, there are not likely to be significant effects in relation to human health or controlled waters once the Proposed Development is completed and operational.*
Potential impact on agricultural land	*Construction and Operation*		✔	*Due to current land use and no current agricultural processes being undertake, no further works likely.*
Potential impact on geology – Mineral Safeguarding Areas	*Construction and Operation*		✔	*Due to current land use and geological setting no further works likely.*
Potential sterilisation of areas of geological importance	*Construction and Operation*		✔	*No areas of geological importance have been identified on, or in the vicinity of the Proposed Development.*

8.7 APPROACH TO ASSESSMENT

8.7.1 In the guidance that accompanies the Environmental Protection Act 1990 there is advice on what constitutes significant harm and what constitutes a significant possibility of harm. The following reports provide further guidance on the risk assessment process:

- Land Contamination: Risk Management (LCRM) (Environment Agency)[63]
- Guidance on the legal definition of contaminated land (Defra (2008) Guidance on the legal definition of contaminated land[64]
- Guiding Principles on Land Contamination (Environment Agency)[65]

8.7.2 Guidance on the assessment of contaminated sites acknowledges the need for a tiered risk-based approach, underpinned by a Conceptual Site Model:

- Development of the specific Conceptual Site Model (Stage 1)
- Assessment of Site investigation results against Generic Assessment Criteria (GAC) (Stage 2) where available and appropriate as derived by Generic Quantitative Risk Assessment (GQRA)
- Assessment of Site investigation results against Site Specific Assessment Criteria (SSAC) (Stage 3) as derived by Detailed Quantitative Risk Assessment (DQRA)

8.7.3 The impacts associated with contaminated land are generally assessed by means of a source/contaminant-pathway-receptor methodology in accordance with The Land Contamination Risk Management (LCRM) document.

- **Contaminant:** contamination that has the potential to cause unacceptable adverse impacts to a receptor. It may comprise chemical, biological or physical agents
- **Receptor:** a target that may be affected by contamination; examples include human occupants or users of the site, water resources or structures
- **Pathway:** a route whereby a contaminant may come into contact with the receptor; examples include ingestion of contaminated soil and leaching of contaminants from soil into water resources

SIGNIFICANCE CRITERIA

8.7.4 A number of criteria will be used to determine the significance of the potential effects of the Proposed Development and whether or not they are ‘significant’. The effects will be assessed quantitatively wherever possible.

8.7.5 The significance rating for an effect will take account of the following criteria:

- Likelihood of occurrence
- Geographical extent
- Adherence of the proposals to legislation and planning policy
- Adherence of the proposals to international, national and local standards / guidance
- Sensitivity of the receiving environment or other receptor
- Value of the affected resource
- Whether the effect is temporary or permanent
- Whether the effect is short, medium or long-term in duration

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63 Environment Agency (2020) Land Contamination: Risk Management (LCRM). [Online]. Available at https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks [Accessed: March 2025].
64 Defra (2008) Guidance on the Legal Definition of Contaminated Land.
65 Environment Agency (2010) Guiding Principles on Land Contamination.

- Whether the effect is reversible or irreversible
- Inter-relationship between effects (both cumulatively and in terms of potential effect interactions)

8.7.6 The proposed outline methodology for assessing significance takes into consideration relevant guidance/regulations including the Design Manual for Road and Bridges (DMRB) LA 109, Geology and Soils[66].

8.7.7 **Sensitivity of Receptors**

The sensitivity of potential receptors has been described qualitatively using professional judgement and guidance within Roads and Bridges (DRMB) LA 109, Geology and Soils (2019) as detailed in **Table 8-3**.

Table 8-3 – Sensitivity of Receptors

Sensitivity	High	Medium	Low	Negligible
Human Health (construction / maintenance workers and adjacent land users)	Residential properties with private gardens/schools/care homes/playing fields Allotments Construction/ maintenance workers	Residential properties without plant uptake Retail and business parks (public and workplaces) Public open spaces	Commercial/ industrial properties Highways and rail	N/A
Controlled Waters (groundwater and surface water)	EA defined Principal Aquifers EA defined Secondary A Aquifers overlying Principal Aquifers EA groundwater SPZ1 Surface water bodies of High quality	EA defined Secondary A and B Aquifers (where not overlying Principal Aquifers) EA groundwater SPZ 2 and 3 Surface water bodies of Moderate quality	EA defined Unproductive Strata and Secondary Undifferentiated Aquifers Minor local drainage network	N/A
Geology	SSSIs Major strategic mineral resource areas Strategic underground storage space Solution features RIGS	Local geological sites and important mineral resource areas or MSAs	Mineral Areas of Search/ Consultation Areas ('MCA')	N/A
Agricultural Land	Soils directly supporting a designated site e.g. SAC, SPA, Ramsar	Soils supporting non-statutory designated	Soils supporting non-designated notable or priority habitats	N/A

[66] DMRB. (2019). LA 109 Geology and Soils. Available online at: https://standardsforhighways.co.uk/dmrb/search/adca4c7d-4037-4907-b633-76eaed30b9c0 [Date Accessed: March 2025]

Sensitivity	High	Medium	Low	Negligible
	Soils directly supporting a designated UK site e.g. SSSI Agricultural Land Classification (ALC grade 1, 2 and Grade 3a	sites e.g. Local Nature Reserves ALC Grade 3b	ALC Grade 4 or 5	
Below Ground Services (potable water supply pipes and buried concrete)	N/A	Potable water supply pipes Buried concrete	N/A	N/A

MAGNITUDE OF CHANGE

8.7.8 The magnitude of change of the Proposed Development on geology and soils is assessed by comparing the difference in risk of each contaminant linkage at baseline to those at construction and at operational phases. This provides a way of assessing both the adverse and beneficial effects during construction and the operational period. The magnitude of change has been described qualitatively using professional judgement and guidance within Roads and Bridges (DRMB) LA 109, Geology and Soils (2019) as detailed in **Table 8-4**.

Table 8-4 - Magnitude of Change

Magnitude of Change	Definition	Example
Large	Total loss or major alteration to key elements/features of the baseline. Results in loss of attribute and/or likely to cause exceedance of statutory objectives and/or breach of legalisation.	Likely significant human health impact. Contamination of a Principal aquifer or loss or isolation of strategic mineral resource.
Medium	Partial loss or alteration to one or more key elements/features of the baseline. Results in effect on integrity of attribute/or loss of part of attribute, and/or possibly cause exceedance of statutory objectives and/or breach of legislation.	Reduction in the value of a feature, Moderate human health impact, loss or isolation of regional/local mineral resource
Small	Minor shift away from baseline. Results in minor effects on attribute.	Measurable change in attribute, but of limited size/proportion.
Negligible	Very slight change from baseline. Results in a very slight change or effect on attribute.	No significant loss in quality of feature/attribute.

SIGNIFICANCE CRITERIA

8.7.9 The level of risk for each plausible contaminant linkage will be determined through the combination of severity and probability using the risk matrix presented in **Table 8-5**.

Table 8-5 - Matrix for classifying the significance of effect

		Sensitivity Of Receptor / Receiving Environment To Change			
		High	**Medium**	**Low**	**Negligible**
Magnitude Of Change	**High**	Major	Major	Moderate	Negligible
	Medium	Major	Moderate	Minor To Moderate	Negligible
	Low	Moderate	Minor To Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

8.7.10 The significance of effects on geology and soils will be determined by measuring the level of change (either adverse or beneficial) in the risk categorisations (defined in **Table 8-5**) for each plausible contaminant linkage between the baseline conditions and either the construction or operational phase. The following terms will be used to define the significance of the effects identified:

- **Major effect**: An adverse or beneficial difference of four risk categorisations, where the Proposed Development could be expected to have a very significant effect (either positive or negative) on receptors;
- **Moderate effect**: A difference of three risk categorisations, where the Proposed Development could be expected to have a noticeable effect (either positive or negative) on receptors.
- **Minor effect**: A difference of one or two risk categorisations, where the Proposed Development could be expected to result in a small, barely noticeable effect (either positive or negative) on receptors; and
- **Negligible**: No change in risk categorisation, where no discernible effect is expected as a result of the Proposed Development on receptors.

8.7.11 Effects that are classified as **moderate or above** are considered to be **significant**. Effects classified as **minor** or below are considered to be **not significant**.

8.8 LIMITATIONS AND ASSUMPTIONS

8.8.1 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- The EIA Scoping Report is based on information available at the time of writing
- Further assessments including an up to date ground investigation for the whole Site will be required to inform the assessment and preparation of the ES

9 MATERIALS AND WASTE

9.1 INTRODUCTION

9.1.1 This chapter considers the impacts of the Proposed Development on the consumption of material resources, and generation and disposal of waste during construction and operation and any potential significant effects. It sets out the proposed methodology for the assessment and identifies those impacts that can be scoped out of the ES.

9.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

9.2 CONSULTATION

9.2.1 No consultation has been required for the development of the Materials and Waste EIA Scoping Report Chapter as the data to inform the baseline is publicly available, and the methodology follows best practice guidance.

9.2.2 No further consultation is expected to be required to inform the materials and waste assessment.

9.3 STUDY AREA

9.3.1 The study areas that are applicable to the Proposed Development (as defined in the Institute of Environmental Management and Assessment (IEMA) Guide to Materials and Waste in EIA (referred to as the IEMA Guide[67]) are:

- The Development Study Area comprises the extent of works within the Site, including areas required for temporary access, site compounds and other enabling activities
- The Expansive Study Area extends to the availability of construction materials and the capacity of waste management facilities within the UK and the region where the Proposed Development is located; the East of England region (Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk)

9.4 OVERVIEW OF BASELINE CONDITIONS

9.4.1 This section describes baseline material consumption and waste disposal for the current land use and provides regional and national information and data in the context of which environmental assessment can be undertaken.

9.4.2 The most up to date sources of information, at the time of writing, have been used to collate data for material resource availability, landfill capacity and waste recovery. Indication of the most recent year from which data has been acquired is provided throughout. The baseline data collected and presented in this section was obtained by desk study, from publicly available data sources, which include:

[67] Institute of Environmental Management and Assessment. (2020). 'Guide to Materials and Waste in Environmental Impact Assessment'. Available at: https://www.iema.net/resources/reading-room/2020/03/30/materials-and-waste-in-environmental-impact-assessment

- Department for Business Energy and Industrial Strategy, 'Monthly Bulletin of Building Materials and Components Statistics'[68]
- Mineral Products Association, Profile of the UK Mineral Products Industry, 2023 Edition[69]
- UK Steel Key Statistics Guide 2024[70]
- 2023 Waste Data Interrogator[71]
- Remaining Landfill Capacity[72]
- Natural England MAGIC mapping[73]
- Basis of the UK BAP Target for the Reduction in use of Peat in Horticulture – SP0573 (2009)[74]
- Department for Environment, Food and Rural Affairs. (2023). 'UK Statistics on Waste[75]
- East of England Aggregates Working Party Annual Report 2022[76]
- Cambridgeshire and Peterborough Minerals and Waste Local Plan (CPMWLP) 2036 (2021)[77];and
- Huntington District Council Local Planning Policies – Interactive Policies Map[78]

EXISTING BASELINE

Materials

Materials Currently Required

9.4.3 The existing land use of the Site is as an active hospital with a large main hospital building and a series of structures and buildings connected by pathways covering a large proportion of the Site; there are two large visitor carparks, with smaller car parking areas around the Site. There is also an area to the south east of the Site which is currently undeveloped land.

9.4.4 The operation and maintenance of the current assets will require a number of minor products e.g. lighting, paint, fencing, as well as the intermittent use of bulk products for routine works and repairs of the existing buildings, plant, ancillary infrastructure and highways (concrete, masonry, aggregate and asphalt for minor re-surfacing).

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68 Department for Business, Energy and Industrial Strategy. (2025). Building Materials and Components statistics. Retrieved from https://www.data.gov.uk/dataset/75ee36ed-21f7-4d7b-9e7c-f5bf4546145d/building-materials-and-components-statistics.

69 Mineral Products Association. (2023). Profile of the UK Mineral Products Industry. Retrieved from https://mineralproducts.org/MPA/media/root/Publications/2023/Profile_of_the_UK_Mineral_Products_Industry_2023.pdf.

70 UK Steel. (May 2024). UK Steel Key Statistics Guide 2024. Retrieved from https://www.uksteel.org/reports-and-publicationshttps://statswales.gov.wales/Catalogue/Business-Economy-and-Labour-Market/Economic-Indices/Indices-of-Production-and-Construction/ironandsteelproduction-by-year-measure-area.

71 Environment Agency. (2024). 2023 Waste Data Interrogator. Retrieved from https://www.data.gov.uk/dataset/59ab8448-3905-49c6-9122-ae762f96f66b/2023-waste-data-interrogator

72 Environment Agency. (2024). Retrieved from Remaining Landfill Capacity: https://www.data.gov.uk/dataset/237825cb-dc10-4c53-8446-1bcd35614c12/remaining-landfill-capacity.

73 Department for Environment, Food and Rural Affairs. (2021). 'Natural England MAGIC mapping'. Available at: http://magic.defra.gov.uk/

74 Department for Environment, Food and Rural Affairs. (2009). 'Basis of the UK BAP target for the reduction in use of peat in horticulture - SP0573' Annex 5. Available at: https://sciencesearch.defra.gov.uk/ProjectDetails?ProjectId=15991

75 Department for Environment, Food and Rural Affairs. (2023). 'UK Statistics on Waste'. Available at: https://www.gov.uk/government/statistics/uk-waste-data/uk-statistics-on-waste

76 East of England Aggregates Working Party Annual Report (2022) https://davidjarvis.biz/wp-content/uploads/2024/01/Final-EEAWP-Report-2022.pdf

77 Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. Available at: Cambridgeshire and Peterborough Minerals and Waste Local Plan | Cambridgeshire County Council

78 Huntingdon District Council Local Planning Policies – Interactive Policies Map HDC Local Planning Policies

9.4.5 Although no data is currently available, professional judgement can be used to assert that by comparison with regional and national availability of resources, consumption of materials in the current baseline is minimal.

Material Resource Availability

9.4.6 **Table 9-1** provides a summary of the availability of the main construction materials in the East of England region and the UK. The items listed are considered to be appropriate to the bulk construction materials required for the Proposed Development. The overview provides a proportionate context in which the assessment of impacts and significant effects from material consumption from the Proposed Development can be undertaken.

Table 9-1 - Construction materials availability in the East of England and the UK

Material Type	East of England	UK
Sand and gravel *[2]	10.5 million tonnes (Mt)	52.1 million tonnes (Mt) (**GB**)
Permitted crushed rock *[2]	0.0 Mt	116.1 million tonnes (Mt) (**GB**)
Primary aggregate (comprises sand and gravel and crushed rock) *2	10.5 Mt	191.1 Mt
Concrete blocks #[1]	2.8 million square meters (Mm^2) (Midlands) (2023)	10 Mm^2 (2023)
Recycled and secondary aggregate + | *	2. 5 Mt[9]	74.0 Mt (GB)[2]
Ready-mix concrete *[2]	1.2 million cubic meters (Mm^3)	21 Mm^3
Steel +[3]	(no data)	5.6 Mt (2023)
Asphalt *[2]	2.4 Mt	21.8 Mt

stocks + production* sales

Data availability: 2022 unless otherwise stated

GB: Great Britain (England, Wales and Scotland) figures used where UK figures (including Northern Ireland) are unavailable

9.4.7 Across the UK, the availability of materials typically required for construction schemes, indicates that stocks/production/sales remain buoyant, although information on steel stocks, production or sales are not available for the region.

9.4.8 By comparison with other UK regions, the East of England has – in general – a slightly lower than average availability of some construction materials, in particular, sales of permitted crushed rock, which is imported from outside the region. However, the availability of other construction materials typically required for construction schemes in the East of England and across the UK, indicates that stocks, production, or sales remain buoyant.

9.4.9 The HDC Planning Policies – Interactive Policies Map112 indicates that the Site does not overlie a Minerals Safeguarding Area (MSA). The nearest MSA is for Sand and Gravel which lies just over 0.5 km away from the Proposed Development.

Waste

Waste Generation and Disposal

9.4.10 Waste generated for disposal to landfill from activities undertaken on the Site is expected to comprise a combination of recoverable and non-recoverable wastes from commercial activities associated with the hospital buildings, and routine maintenance of the existing assets, infrastructure and access roads. Although no baseline waste data is presently available for the Site use, it is anticipated (using professional judgement) that even in the worst-case scenario, the current waste generation and disposal is minimal in the context of available regional capacity.

9.4.11 Any waste generated would be managed through the Applicant's legal requirement to apply the Waste Hierarchy and existing waste management policies.

UK and regional perspective: transfer, recovery and recycling

9.4.12 A key consideration of the assessment is to divert from landfill, 'Site arisings' generated by the Proposed Development i.e. if they are not already used on-Site or by another local project. In order to maximise the reuse and recycling value of Site arisings, an overview of the availability of materials recovery infrastructure in the East of England, and across England, is presented. The following information and data are used to indicate the potential for diversion from landfill.

9.4.13 Defra data (see **Table 9-2**) shows that within England, the recovery rate for non-hazardous construction and demolition wastes have remained above 92% since 2010. This exceeds the EU target of 70%, which the UK had already met prior to 2020[109].

Table 9-2 - Non-hazardous construction and demolition waste recovery in England

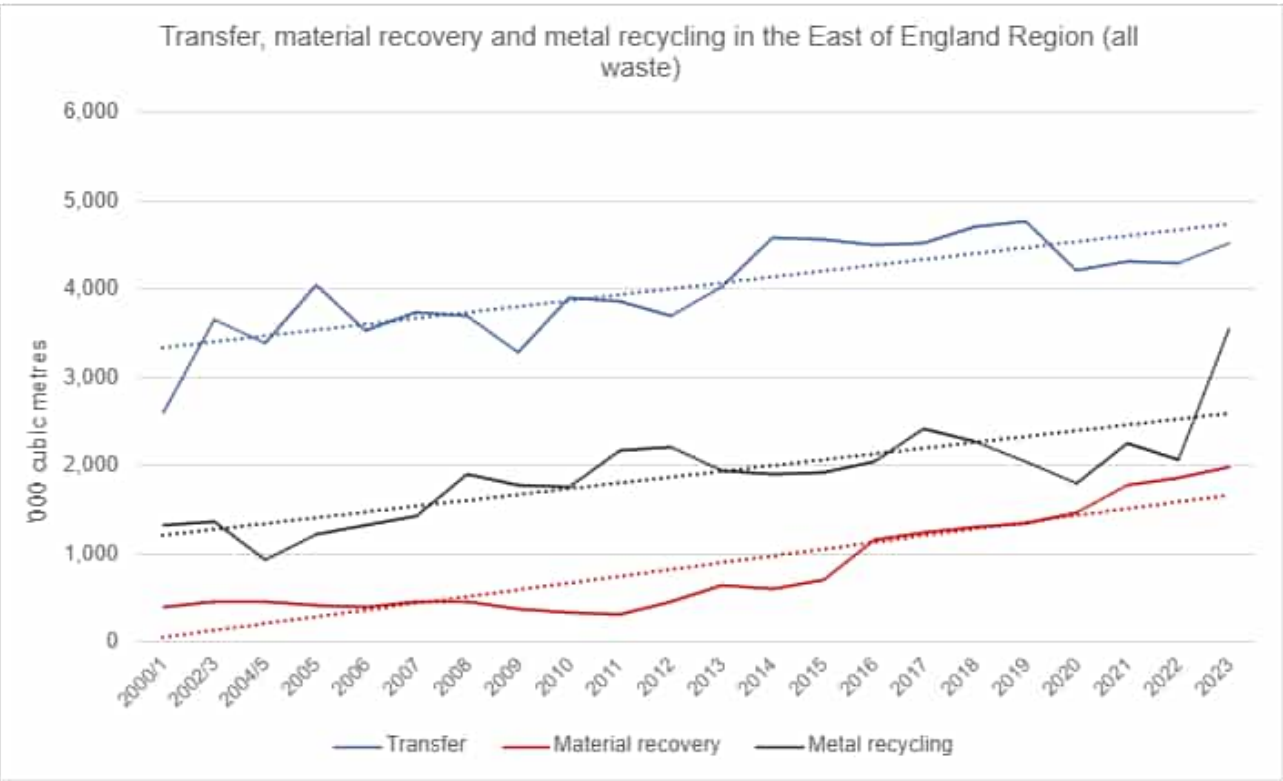
Year	Generation (Mt)	Recovery (Mt)	Recovery rate (%)
2010	53.6	49.4	92.2%
2011	54.9	50.8	92.5%
2012	50.5	46.4	92.0%
2013	51.7	47.6	92.0%
2014	55.9	51.7	92.4%
2015	57.7	53.3	92.3%
2016	59.6	55.0	92.1%
2017	62.2	57.9	93.1%

Year	Generation (Mt)	Recovery (Mt)	Recovery rate (%)
2018	61.4	57.5	93.8%
2019	62.3	58.3	93.6%
2020	53.6	50.0	93.2%
2021	61.1	57.2	93.6%
2022	63.0	59.4	94.3%

Note: Defra's current version of this table does not extend the data range beyond 2022

9.4.14 Data in **Plate 9-1** has been collated to show that the rates of waste recovery in the region have risen steadily over the past 20 years[105]. A slight decline in metal recycling has been shown in recent years, which has been followed by an increase seen from 2022-2023, aligning with the overall increasing trend. Transfer also shows a slight decline in recent years; however, overall, the trend is one that is increasing. Data is provided for all waste types in the East of England and therefore would include, but is not specific to, construction, demolition and excavation (CDE) wastes.

Plate 9-1 - Transfer, materials recovery, and metal recycling in the East of England (2000 / 1-2023)



9.4.15 While trends for transfer, recovery and metal recycling in the East of England display different characteristics, data indicates that there is likely to be regional infrastructure and capacity for the

transfer and recovery for construction, demolition and excavation wastes from the Site. Construction and demolition recovery trends across England (see **Plate 9-1**) and data in **Table 9-3** confirm this assertion.

Table 9-3 - Permitted waste recovery management sites in East of England (2023)

Waste recovery facility type	Number of sites (East of England)
Incineration	18
Transfer	336
Treatment	348
Metal recovery	252
Use of waste	2
Total	**956**

9.4.16 Regional data for construction and demolition (C&D) waste is presented in **Plate 9-2** and is based on analysis of publicly available information in the Waste Data Interrogator[105] .

Plate 9-2 - C&D waste management by route for the region (2023)



9.4.17 Data in **Plate 9-2** show that the volume of waste recovered, including treatment and incineration with energy recovery, was nearly double the volume of waste sent to landfill in the region in 2023. This is confirmed by the data in **Table 9-4** which shows that 65.2% of waste received in the region was

diverted from landfill through waste management and recovery methods. Data includes the total waste received from both within the East of England and from other regions of the UK.

Table 9-4 - Waste management routes for waste received in East of England (2023)

Waste Management Route	Inert and non-hazardous waste (tonnes)*	Hazardous waste# (tonnes)	Total waste (tonnes)	Percentage
Recovery	8,431,368	98,692	8,530,060	65.2%
Landfill	4,468,373	65,902	4,534,276	34.7%
Other fate	8,810	n/a	8,810	0.07%
Total +	**12,908,551**	**164,594**	**13,073,146**	**100%**

* Inert waste is defined as waste:

- that does not undergo any significant physical, chemical or biological transformations;
- that does not dissolve, burn or otherwise physically or chemically react, biodegrade or adversely affect other matter from which it comes into contact in a way likely to give rise to environmental pollution or harm to human health; and
- where its total leachability and pollutant content and the ecotoxicity of its leachate are insignificant and, in particular, do not endanger the quality of any surface water or groundwater (see Directive 1993/31/EC 'The Landfill Directive')12[79].

Hazardous waste describes any waste that displays one or more of the hazardous properties listed in Annex III of the Waste Directive (2008/98/EC)[80].

Non-hazardous waste describes waste that is neither classified as inert nor hazardous.

+ Total waste from all regions, managed within the region of interest

9.4.18 The charts and data presented in this section confirm the availability of materials recovery infrastructure in the East of England, and across England, which suggest that there is strong potential to divert from landfill Site arisings generated by the Proposed Development, if they are not already used on-Site or for another local project.

9.4.19 The CPMWLP forecasts CDE waste management to the end of the plan period (2036) and outlines targets including recovery of 90% and a maximum of 10% disposal to landfill by 2030. This confirms that there is no immediate shortfall in waste management capacity for CDE waste streams.

9.4.20 The importance (positive value) of this infrastructure indicates there is potential to maximise the reuse / recycling value of Site arisings, and therefore also has the potential to materially influence the assessment of materials and waste.

79 EU Directive 1993/31/EC 'The Landfill Directive'. Available at: https://www.legislation.gov.uk/eudr/1999/31/contents

80 EU (2008) Directive 2008/98/EC of the European parliament and of the council of 19 November 2008 on waste and repealing certain directives. Available at: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32008L0098

Waste Recovery Infrastructure and Remaining Landfill Capacity

9.4.21 At the end of 2023, 63 landfill sites in the East of England region were recorded as having 58.7 million cubic meters (Mm^3) of remaining capacity[72]. Data in **Table 9-5** summarise this information by landfill type; the change in capacity from 2022 to 2023 is also shown.

Table 9-5 - Remaining landfill capacity in East of England region (2022-2023)

Landfill type	Capacity in 2022 (m^3)	Remaining capacity in 2023 (m^3)	2022 to 2023 change in capacity (Million m^3) and percentage
Hazardous (merchant)	0	0	0 (0%)
Inert	31,843,521	30,522,099	-1.3 (-4.1%)
Non-hazardous (including stable hazardous waste cells)	29,344,576	28,165,477	-1.2 (-4.0%)
Total	**61,178,097**	**58,687,576**	**-2.5 (-4.1%)**

9.4.22 As the data in **Table 9-5** shows, no hazardous waste landfill sites are present within the East of England region. The CPMWLP confirms that there are no such facilities in the region, although, there are facilities for the transfer, storage, processing and treatment of hazardous waste.

9.4.23 The CPMWLP notes that there is existing landfill capacity (inert and non-hazardous) in the region to accommodate the plan area's disposal needs over the plan period (up to 2036) with a small surplus to accommodate waste from outside the region.

9.4.24 In addition, the CPMWLP does not specify proposals for new inert waste landfill void space, stating that there is sufficient capacity over the plan period and no additional void space is therefore required. The plan notes that the disposal of inert waste will be required for the restoration of former mineral workings (including existing and committed and allocated mineral extraction sites), and may be used for landfill engineering purposes for land stability.

9.4.25 Further to the regional data provided in paragraph 9.3.21 and to comply with the IEMA Guide[67] the following data in **Table 9-6** confirms that at the end of 2023, England had 9.7 Mm^3 of remaining capacity for hazardous (merchant) waste.

Table 9-6 - Remaining hazardous landfill capacity in England (2023)

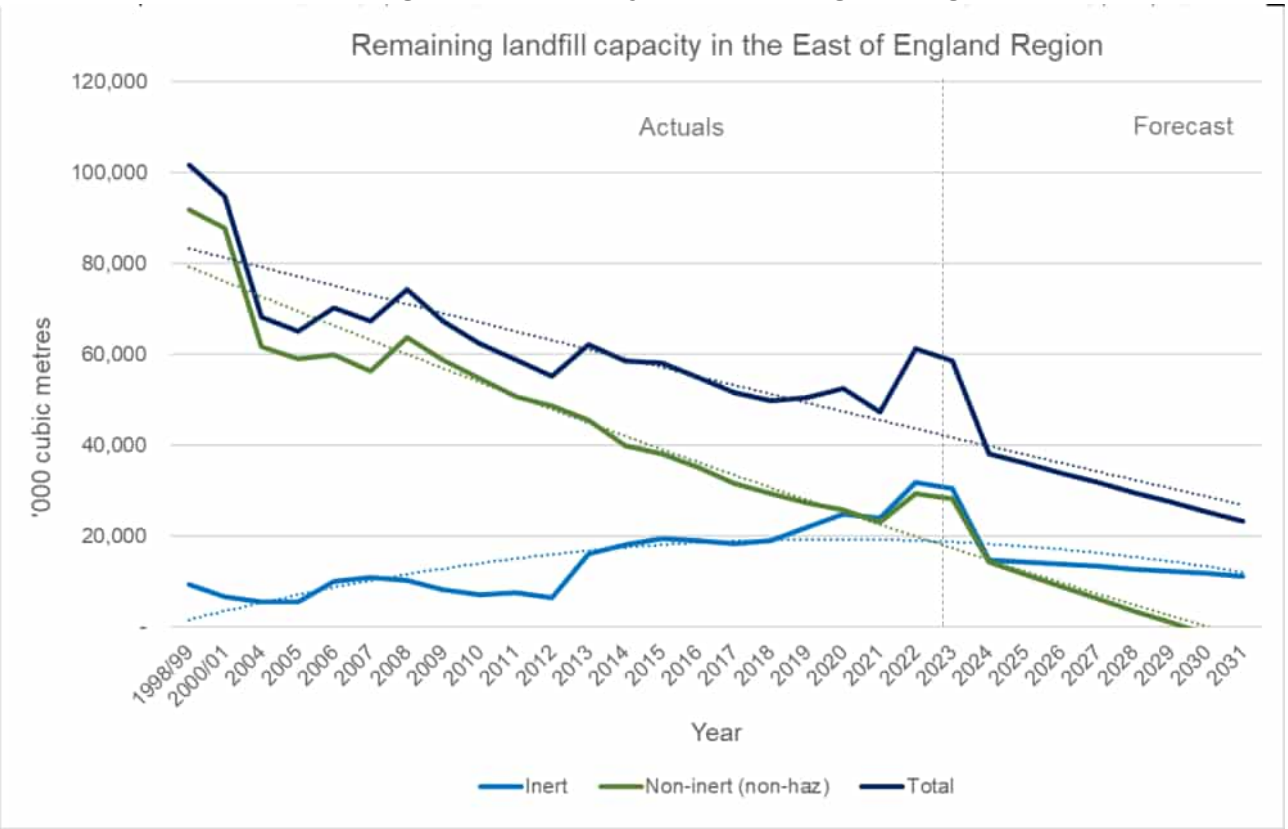
Landfill type	Remaining capacity in 2023 (m^3)
Hazardous merchant	9,680,003
Hazardous restricted*	694,790
Total hazardous	**10,374,793**

*Restricted landfill sites only accept waste from restricted sources and producers, e.g. site operator / managing site.

FUTURE BASELINE

9.4.26 As shown in **Plate 9-3** simple statistical forecasting (using the Microsoft Excel forecasting function) has been used to demonstrate long term remaining landfill capacity to the year of planned construction phase completion (see **Chapter 2: Description of the Site and the Proposed Development**) in the absence of future provision. Forecasting beyond the construction phase is not considered a robust data assumption given the uncertainty around additional landfill capacity, or development waste management methods in the future.

Plate 9-3 - Forecast remaining landfill capacity in East of England region



9.4.27 In the absence of future provision, regional landfill capacity will become an increasingly sensitive receptor throughout the duration of the construction phase and into operation. Over the time period shown in **Plate 9-3**, the overall trend lines (shown as dashed lines) forecast that remaining landfill capacity will decrease for all waste types from 2023.

9.4.28 As such, diverting waste from landfill through waste avoidance, reuse, recycling and recovery will be an important measure to implement for the Proposed Development.

9.4.29 Baseline data indicates that in the absence of future provision, inert, non-inert and total landfill capacity is likely to become an increasingly sensitive receptor throughout the duration of the construction phase. **Plate 9-3** shows that in the absence of future provision and based on current trends, waste capacity in the East of England is forecast to reduce by as much as:

- 63% (inert) to 11.3 Mm^3
- Capacity forecast to run out in 2030 (non-inert – which also comprises non-hazardous waste)
- 60% (total) to 23.3 Mm^3

9.4.30 For the purposes of this assessment, it is reasonable and proportionate to, as a minimum, assert that landfill in the UK is recognised as a rapidly diminishing management option for resources, and capacity (in the absence of full data certainty) can be considered, in general, a highly sensitive receptor.

9.4.31 In the future baseline and in the absence of the Proposed Development, it is considered that the current land use within the Site will remain the same. As such, the consumption of materials, resources and disposal of waste to landfill will remain minimal.

9.4.32 The impact that climate change may have on sensitive receptors for the materials and waste chapter is considered minimal. Climate change may have short duration impacts on the extraction of raw materials and landfilling of waste during extreme weather events. Extreme weather events may result in flooding, heatwaves or storms that may prevent access to material and waste sites, slow down or suspend material production and waste disposal operations on a temporary basis. It is therefore anticipated that there would be no significant disruption to the availability of material resources, or the disposal of waste as a result of climate change.

9.5 MITIGATION

9.5.1 No embedded mitigation measures in relation to materials and waste have been identified based on the current stage of the design. This will be reviewed and updated at ES stage.

9.5.2 At ES stage, the assessment of likely significant effects will determine if any additional mitigation measures are required in order to reduce likely significant effects.

9.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

9.6.1 The following sensitive receptors have been identified and will be considered within the environmental assessment:

9.6.2 **Material Resources** – consumption impacts on materials' immediate and long-term availability, which results in the permanent depletion of natural resources; and

9.6.3 **Landfill Void Capacity** – reductions in regional and national infrastructure resulting in unsustainable use or loss of resources and temporary or permanent degradation of the natural environment.

9.6.4 The Proposed Development would consume materials resources (including those recovered from Site arisings) and generate and dispose of waste during the construction phase.

Construction Phase

9.6.5 Construction materials will be required to build the new and replacement hospital buildings in staggered phases throughout the construction period.

9.6.6 Demolition of the existing buildings will be undertaken in phases as part of the construction phase. The demolition includes removal of RAAC.

9.6.7 No preliminary data on the expected types and quantities of construction materials required and waste to be generated and disposed of is available at this stage of the EIA process. However, based

on the scale and nature of the Proposed Development, there is a potential for significant effects in relation to material resource consumption and waste generation and disposal. This will be assessed further within the ES.

Operation Phase

9.6.8 During the operational phase, material resources may be required for routine maintenance and repair work but would not be expected to be consumed in volumes large enough to generate potential significant effects.

9.6.9 The new hospital will maintain the existing level of service provision and will therefore be of a similar floorspace and scale to the existing hospital, with comparable staff numbers and patient capacity. Therefore, it is expected that there would not be any increase in quantities of solid waste generated during the operation of the new hospital buildings. Whilst it is anticipated that some waste will be generated (such as welfare waste from employees and visitors' activities, and construction and demolition waste from maintenance and repair activities), the volumes generated are not anticipated to be large and therefore will not result in likely significant effects. Furthermore, the application of the waste hierarchy will be applied to any waste in line with legislative requirements; particularly disposal of clinical and bio-medical waste.

9.6.10 Potential likely significant effects for materials and waste may arise through:

- The consumption of large quantities of materials which could have a potentially significant adverse effect on the environment through the depletion of natural resources
- Waste generated by the Proposed Development: the potential for significant effects from waste disposal is commensurate with a reduction in regional landfill void capacity; landfill capacity is considered a sensitive receptor in East England

9.7 ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

9.7.1 A summary of the proposed scope for the material and waste assessment is presented in Table 9-7.

Table 9-7 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Consumption of material resources	Construction	✔		There is a potential for the construction phase to have adverse impacts on material resources, however further information is required to fully assess the potential impacts.
Consumption of material resources	Operation		✔	Operational activities of the Proposed Development are not anticipated to require consumption of material resources beyond those necessary for routine repair and maintenance. As such, the impacts associated with material resource consumption are considered to be minimal and not significant. As such, they are scoped out from further assessment.

Element	Phase	Scoped In	Scoped Out	Justification
Generation and disposal of waste	Construction	✔		Further information is required to assess the potential impacts of the Proposed Development on existing waste infrastructure and landfill capacity. The assessment will reconfirm remaining landfill capacity and identify measures committed to by the Applicant to ensure the responsible management and disposal of waste
Generation and disposal of waste	Operation		✔	Operational activities of the Proposed Development are not anticipated to generate large volumes of waste. Waste generated will be limited to commercial waste generated by employees and visitors, and construction and demolition waste from routine repair and maintenance. The Applicant will implement the waste hierarchy as per legislative requirements. As such, the impacts associated with waste generation and disposal in operation are considered to be minimal and not significant.

9.8 APPROACH TO ASSESSMENT

9.8.1 The Institute of Environmental Management and Assessment (IEMA) Guide to Materials and Waste in EIA (IEMA Guide)[67] will be used to assess the potential impacts and effects from the Proposed Development, using the process and significance criteria it sets out. It is anticipated that Method W1 (Void Capacity, as detailed in the IEMA Guide) will be used to best reflect the scale and nature of the Proposed Development.

9.8.2 In accordance with the IEMA Guide, the assessment will be a quantitative exercise that aims to identify the following:

- The type and volume of materials to be consumed by the Proposed Development, including details of any recycled materials content
- The type and volume of waste to be generated by the Proposed Development, with details of planned recovery and/or disposal method (for example onsite reuse, offsite recycling, disposal to landfill)
- The cut and fill balance
- Details of any materials to be specified, where sustainability credentials (particularly those that improve resource efficiency) afford performance beyond expected industry standards

9.8.3 The impacts from the Proposed Development that will be considered in the assessment include:

- Anticipated reductions in availability (stocks, production and/or sales) of materials regionally and nationally from the consumption of materials required for the Proposed Development
- Anticipated reductions in the landfill void capacity of regional and national infrastructure as a result of waste generated by the Proposed Development

9.8.4 The likely types and estimated quantities of material resources required for (including Site arisings generated) the Proposed Development will be assessed. Impacts and effects will be evaluated against data for the regional and national materials markets, where information is available.

9.8.5 The likely types and estimated quantities of waste to be generated by the Proposed Development will be assessed. Impacts will be evaluated against the capacity of regional (or where justified, national) waste management infrastructure.

9.8.6 The criteria for assessing sensitivity and magnitude are set out in **Table 9-8** and **Table 9-9.** The sensitivity of waste is determined by considering the baseline/future baseline of regional (or where justified, national) landfill void capacity.

Table 9-8 - Materials and Waste sensitivity criteria

Sensitivity	Materials Criteria: On balance, the key materials required for the Proposed Development…	Inert and non-Hazardous Waste Criteria: Landfill void capacity is expected to…	Hazardous Waste Criteria: Landfill void capacity is expected to…
Negligible	…are forecast (through trend analysis and other information) to be free from known issues regarding supply and stock; and/or …are available comprising a very high proportion of sustainable features and benefits compared to industry-standard materials*	...remain unchanged or is expected to increase through a committed change in capacity.	...remain unchanged or is expected to increase through a committed change in capacity.
Low	…are forecast (through trend analysis and other information) to be generally free from known issues regarding supply and stock; and/or …are available comprising a high proportion of sustainable features and benefits compared to industry-standard materials*.	...reduce minimally: by <1% as a result of wastes forecast.	...reduce minimally: by <0.1% as a result of wastes forecast.
Medium	…are forecast (through trend analysis and other information) to suffer from some potential issues regarding supply and stock; and/or …are available comprising some sustainable features and benefits compared to industry-standard materials*.	...reduce noticeably: by 1-5% as a result of wastes forecast.	...reduce noticeably: by 0.1-0.5% as a result of wastes forecast.
High	…are forecast (through trend analysis and other information) to suffer from known issues regarding supply and stock; and/or	...reduce considerably: by 6-10% as a result of wastes forecast.	...reduce considerably: by 0.5-1% as a result of wastes forecast.

Sensitivity	Materials Criteria: On balance, the key materials required for the Proposed Development…	Inert and non-Hazardous Waste Criteria: Landfill void capacity is expected to…	Hazardous Waste Criteria: Landfill void capacity is expected to…
	…comprise little or no sustainable features and benefits compared to industry-standard materials.		
Very High	…are known to be insufficient in terms of production, supply and/or stock; and/or …comprise no sustainable features and benefits compared to industry-standard materials.	... reduce very considerably (by >10%); end during construction or operation; is already known to be unavailable; or will require new capacity or infrastructure to be put in place to meet forecast demand.	... reduce very considerably (by >1%); end during construction or operation; is already known to be unavailable; or will require new capacity or infrastructure to be put in place to meet forecast demand.

Notes:

* Assessment of the proportion of sustainable features (very high, high, some, none) is undertaken using professional judgement. Subject to supporting evidence, sustainable features and benefits could include, for example, materials or products that:

comprise reused, secondary or recycled content (including excavated and other arisings);

support the drive to a circular economy; or

in some other way reduce lifetime environmental impacts.

Table 9-9 - Materials and Waste magnitude criteria

Magnitude	Materials Criteria: The assessment of the Proposed Development is made by determining whether the consumption of…	Inert and non-hazardous waste criteria: The percentage depletion of remaining landfill void capacity	Hazardous waste criteria: The percentage depletion of remaining landfill void capacity
No change	...no materials are required.	Zero waste generation and disposal from the development.	Zero waste generation and disposal from development
Negligible	...no individual material type is equal to or greater than 1% by volume of the regional* baseline availability.	Waste generated by the development will reduce regional* landfill void capacity baseline[$] by <1%.	Waste generated by the development will reduce national landfill void capacity baseline[$] by <0.1%
Minor	...one or more materials is between 1-5% by volume of the regional* baseline availability; And/or the development has the potential to adversely and substantially[#] impact access	Waste generated by the development will reduce regional* landfill void capacity baseline[$] by 1-5%.	Waste generated by the development will reduce national landfill void capacity baseline[$] by <0.1-0.5%

Magnitude	Materials Criteria: The assessment of the Proposed Development is made by determining whether the consumption of…	Inert and non-hazardous waste criteria: The percentage depletion of remaining landfill void capacity	Hazardous waste criteria: The percentage depletion of remaining landfill void capacity
	to one or more allocated mineral site (in their entirety), placing their future use at risk.		
Moderate	...one or more materials is between 6-10% by volume of the regional* baseline availability; and/or one allocated mineral site is substantially# sterilised by the development rendering it inaccessible for future use.	Waste generated by the development will reduce regional* landfill void capacity baseline$ by 6-10%.	Waste generated by the development will reduce national landfill void capacity baseline$ by <0.5-1%
Major	...one or more materials is >10% by volume of the regional* baseline availability; and/or more than one allocated mineral site is substantially# sterilised by the development rendering it inaccessible for future use.	Waste generated by the development will reduce regional* landfill void capacity baseline$ by >10%.	Waste generated by the development will reduce national landfill void capacity baseline$ by >1%

Notes:

* or where justified, national.

justified using professional judgement, based on the scale and nature of the allocated mineral site being assessed.

$ forecast as the worst-case scenario to the end of the Construction Stage timeframe.

SIGNIFICANCE CRITERIA

9.8.7 The outputs of comparing sensitivity against magnitude will be assessed against the significance of effects matrix provided within Section 10 of the IEMA Guide, replicated in **Table 9-10**. Effects that are classified as moderate, large or very large are considered to be significant, for both materials and waste. Effects classified as slight or neutral are considered to be not significant in either case.

Table 9-10 - Matrix to assign significance of effect category

		Negligible	Low	Medium	High	Very high
Magnitude of Impact	No change	Neutral	Neutral	Neutral	Neutral	Neutral
	Negligible	Neutral	Neutral or Slight	Neutral or Slight	Slight	Slight

		Negligible	Low	Medium	High	Very high
	Minor	Neutral or Slight	Neutral or Slight	Slight	Slight or Moderate	Slight or Moderate
	Moderate	Neutral or Slight	Slight	Moderate	Moderate or Large	Large or Very Large
	Major	Slight	Slight or Moderate	Moderate or Large	Large or Very Large	Very Large

9.9 LIMITATIONS AND ASSUMPTIONS

9.9.1 To ensure transparency within the EIA process, the following limitations and assumptions have been identified:

- The assessment of materials and waste is based upon the validity of the collated information, regarding the resources that are expected to be consumed, and the waste generated and disposed of during the construction and operational phases of the Proposed Development
- The assessment baseline uses the most recent available data, which is up to and including 2023 (unless stated otherwise). The forecasting of remaining landfill capacity will be based on historical data and is not considered to materially affect the assessment
- A lifecycle assessment (including embodied carbon and water) of materials has not been included, as the resources required to complete such an exercise are deemed disproportionate to the benefit they will offer the assessment of significance of effects. Furthermore, many of the elements assessed within a lifecycle assessment are not directly relevant to the purpose of this chapter. Embodied carbon (as part of a whole life carbon assessment) is assessed in **Chapter 7: Greenhouse Gas** of this report
- The impacts and effects associated with the extraction of raw resources and the manufacture of products have been excluded from the assessment as the Proposed Development does not involve or require direct extraction, processing and manufacture of raw resources for construction or operation
- Landfill operators can claim commercial confidentiality for their data at the time of submission to the Environment Agency; data for sites with a commercial confidentiality agreement in place are therefore unavailable for the analyses presented in this chapter.

10 NOISE AND VIBRATION

10.1 INTRODUCTION

10.1.1 The Noise and Vibration chapter of the ES will set out the assessment of potential impacts from noise and vibration anticipated to arise from the construction and operational phases of the Proposed Development at noise sensitive receptors. The ES chapter will include a summary overview of the baseline conditions; the noise and vibration impact assessments; mitigation measures and residual effects/conclusions.

10.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

10.2 CONSULTATION

10.2.1 Officers of the Environmental Health Department at HDC were contacted by email in April 2024 to agree the approach to the noise survey designed to quantify the baseline sound levels at the critical receptors in proximity to the Site.

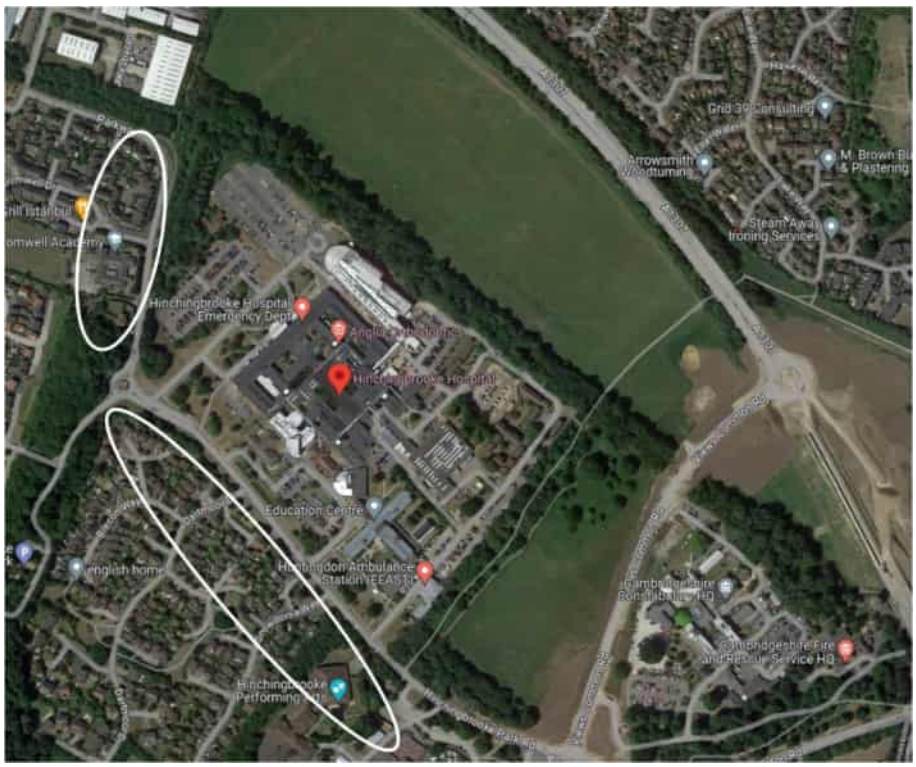
10.2.2 It was agreed that baseline sound level measurements should be made at two locations, representative of the residential areas to the west and south west of the Site.

10.2.3 It was further agreed that the Stukeley Meadows residential estate, to the north-east of the A1307 would not need to be considered in the noise assessment due to its distance from the Site and the topographic screening.

10.3 STUDY AREA

10.3.1 In terms of potential noise impacts from the Site itself, the study area is constrained to the nearest noise sensitive receptors (residential and educational in this case), on the basis that those receptors set further back from the Site will benefit from screening and additional distance attenuation and, for that reason, subject to impacts of a lower magnitude. The extent of the study areas with respect to Site noise are outlined in white in **Plate 10-1**.

Plate 10-1 – Study Areas With Respect to Site Generated Noise



10.3.2 In terms of potential noise impacts from development-generated road traffic on the highway, the study area will include road links for which changes to traffic flows have been included in the traffic assessment.

10.4 OVERVIEW OF BASELINE CONDITIONS

10.4.1 The baseline survey was undertaken between 10 and 16 May 2024 with measurements made at two monitoring locations ("MLs"). As shown in **Plate 10-2**, ML1 was to the west of the Site and ML2 was to the south.

Plate 10-2 - Monitoring Locations



10.4.2 The weather conditions were generally acceptable for environmental noise monitoring for the duration of the survey, although there were some short periods when wind speeds exceeded 5m/s and there were some periods of rain on the 14, 15 and 16 May. As described below, these resulted in the exclusion of some short periods of data but did not materially detract from the adequacy of the survey.

10.4.3 The hourly average ($L_{Aeq,1h}$) sound levels logged at ML1 and ML2 are shown on the graph at **Plate 10-3** and the wind speed and precipitation logged at the Met Office observation station at Bedford are shown in **Plate 10-4**.

10.4.4 There was no apparent relationship between wind speeds and sound levels which was expected given how sheltered the monitoring locations were compared to the anemometer at the observation station (mounted at 10m), so no data were excluded based on wind speeds. All of the sound level data logged during rainfall were discarded prior to analysis. The periods of data exclusions are shown on **Plate 10-3**.

10.4.5 The average ($L_{Aeq,T}$) sound levels logged during 'core hours' (taken to be 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 on Saturday), night times (23:00 to 07:00), and evenings/weekends (all other periods), and the range of average hourly values, are shown in **Table 10-1**.

10.4.6 The measured sound levels will be used in the derivation of suitable noise assessment criteria for site noise from the construction and operational phases.

Plate 10-3 - Sound Levels, dB $L_{Aeq,1h}$

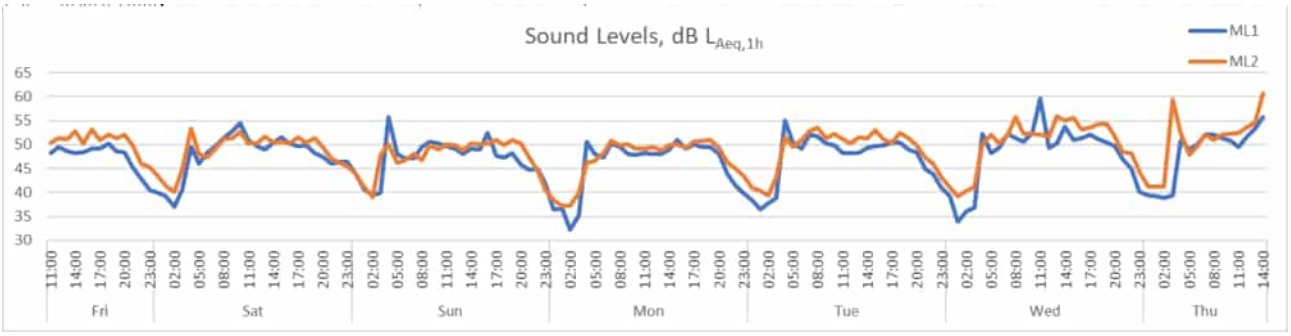


Plate 10-4 - Wind speeds, rainfall and data exclusions

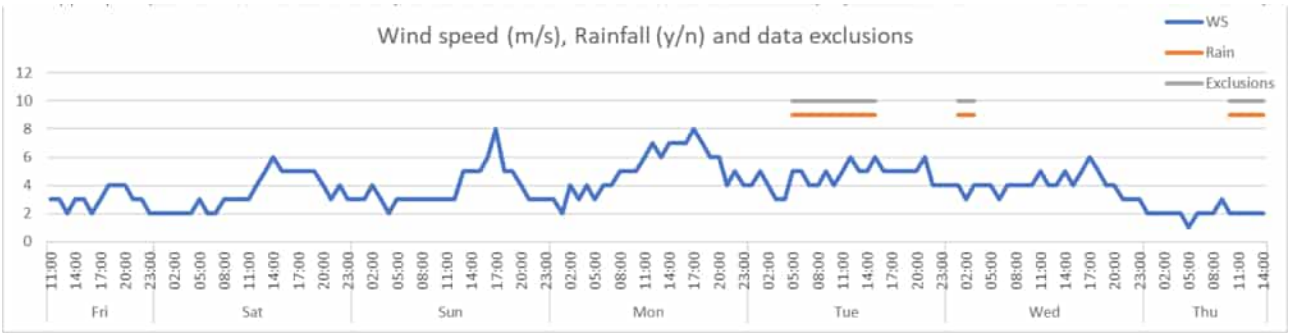


Table 10-1 – Summary sound levels, dB $L_{Aeq,T}$

Receptor	Core Hours[1]		Evening and weekends[2]		Night-time[3]
	dB $L_{Aeq,12h}$	dB $L_{Aeq,1h}$	dB $L_{Aeq,T}$	dB $L_{Aeq,1h}$	dB $L_{Aeq,8h}$
ML1	51	48-60	48	42-52	47
ML2	52	49-46	50	45-54	48

Notes to **Table 10-1:**

- Core construction hours are 07:00-19:00 Monday to Friday and 07:00-13:00 Saturday
- Evenings and weekends are 19:00-23:00 Monday to Friday, 13:00-23:00 Saturday and 07:00-23:00 Sunday
- Night-time is 23:00-07:00

10.4.7 Noise from development-generated road traffic on the highway will be assessed via basic noise level (BNL) predictions based on the traffic flows predicted for the various assessment scenarios. For that reason, it is not possible to present those baseline sound levels in advance of the traffic data being available.

10.5 MITIGATION

10.5.1 The potential need for mitigation will be established through the initial assessment and identification of potentially significant effects at noise sensitive receptor locations.

10.5.2 Where the design commits to recommended noise or vibration mitigation measures, the effects of those measures will be incorporated into predictions prior to deriving any residual impacts/effects,

and therefore, would be considered as embedded mitigation, inherent within the design of the Proposed Development.

10.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

10.6.1 Using the baseline information set out in **Section 10.4**, the element of the assessment and justification for scoping in or out of the Noise and Vibration is outlined in **Table 10-2** below.

Table 10-2 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Construction Site noise	*Construction*	✔		*It is considered that the Proposed Development would have the potential to generate temporary significant direct noise effects during the construction phase.*
Construction vibration	*Construction*		✔	*The minimum separation distances between the proposed demolition and construction works and receptors (around 60m) is such that the risk of significant vibration effects is negligible.*
Construction traffic noise	*Construction*	✔		*It is considered that noise from development-generated traffic may have the potential to generate temporary significant direct noise effects during the construction phase.*
Operational Site noise	*Operation*	✔		*It is considered that the Proposed Development would have the potential to generate permanent significant direct noise effects during the operational phase if potential effects are not adequately designed out/mitigated during the design phase.*
Operational traffic noise	*Operation*	✔		*It is considered that noise from development-generated traffic would be unlikely to generate permanent significant direct noise effects during the operation phase. This is scoped in on a precautionary basis.*

10.7 APPROACH TO ASSESSMENT

10.7.1 The assessment of the likely significant effects will be undertaken using the methodology set out below.

CONSTRUCTION NOISE IMPACTS

10.7.2 Noise impacts from on-Site operations during the construction phase will be predicted at the identified receptor locations using a three-dimensional mathematic noise model in the CadnaA® software package. CadnaA® is an established noise model which is well validated for this type of prediction work.

10.7.3 Noise modelling assumptions will be based on information provided by the design team. Assessed scenarios will include the anticipated construction plant and activities taking place in a relatively

central location of each development phase, to provide 'typical-case' predictions, and in proximity to receptors, to provide 'worst-case' predictions.

10.7.4 The assessment of the potential impacts from construction noise will be based on the ABC method which is set out in E.3.2 of BS 5228:2009+A1:2014 and is summarised in **Table 10-3** below.

Table 10-3 - Construction Noise Thresholds

Assessment category and threshold value period	Threshold value in decibels $L_{Aeq,T}$		
	Category A(A)	Category B(B)	Category C(C)
Night-time (23:00-07:00)	45	50	55
Evenings and weekends(D)	55	60	65
Daytime (07:00-19:00 and Saturdays (07:00-13:00)	65	70	75

NOTE 1 A potential significant effect is indicated in the $L_{Aeq,T}$ noise level arising from the Site exceeds the threshold level for the category appropriate to the ambient noise level.

NOTE 2 If the ambient noise level exceeds the Category C threshold values given in the table (i.e. the ambient noise level is higher than the above values), then a potential significant effect is indicated if the total LAeq,T noise level for the period increases by more than 3 dB due to site noise.

NOTE 3 Applied to residential receptors only.

(A) Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values.

(B) Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as the category A values.

(C) Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than category A values.

(D) 19:00–23:00 weekdays, 13:00–23:00 Saturdays and 07:00-23:00 Sundays.

10.7.5 The magnitude of impact of construction noise will be deemed:

- Major if the predicted $L_{Aeq,T}$ sound level exceeds the threshold by > 5 dB
- Moderate if the predicted $L_{Aeq,T}$ sound level exceeds the threshold by up to 5 dB
- Minor if the predicted $L_{Aeq,T}$ sound level is up to 5 dB less than the threshold value
- Negligible if the predicted $L_{Aeq,T}$ sound level is > 5 dB less than the threshold value

Where T = the total working time on any given day.

CONSTRUCTION VIBRATION IMPACTS

10.7.6 The potential for construction vibration to affect receptor locations is considered to be negligible due to the separation distances and, on that basis, vibration has been scoped out of the assessment.

NOISE IMPACTS FROM DEVELOPMENT-GENERATED ROAD TRAFFIC DURING THE CONSTRUCTION PHASE

10.7.7 Potential noise impacts from development-generated construction traffic on the highway will be assessed based on the changes predicted in basic noise levels (BNLs) on road links where significant changes in traffic flows are predicted in the traffic assessment.

10.7.8 The magnitude of the changes in BNL will be assessed with reference to the short-term changes set out in LA111 as set out in **Table 10-4** below.

Table 10-4 - Construction traffic noise magnitude of change

Short term magnitude	Short term noise change (dB $L_{A10,18h}$)
Major	Greater than or equal to 5.0
Moderate	3.0 to 4.9
Minor	1.0 to 2.9
Negligible	Less than 1.0

NOISE IMPACTS FROM DEVELOPMENT GENERATED ROAD TRAFFIC DURING THE OPERATIONAL PHASE

10.7.9 Potential noise impacts from development-generated road traffic on the highway will be assessed based on the changes predicted in BNLs on road links where significant changes in traffic flows are predicted in the traffic assessment.

10.7.10 The magnitude of the changes in BNL will be assessed in two scenarios as follows:

- **Scenario 1**: Year of Opening without the Proposed Development vs Year of Opening with the Proposed Development
- **Scenario 2**: Year of Opening without the Proposed Development vs Future Year (Year of Opening plus 15 years) with the Proposed Development

10.7.11 For the first scenario, the magnitude of change will be determined by comparison with the LA111 short-term changes that are set out in **Table 10-4** above. For the second scenario the magnitude of change will be determined based on the long-term changes which are set out in **Table 10-5** below.

Table 10-5 – Development Traffic Noise Magnitude of Change

Long-term magnitude	Long-term noise change (dB $L_{A10,18h}$)
Major	Greater than or equal to 10.0
Moderate	5.0 to 9.9
Minor	3.0 to 4.9
Negligible	Less than 3.0

NOISE IMPACTS FROM SITE OPERATIONS DURING THE OPERATIONAL PHASE

10.7.12 Potential noise impacts from the operation of the Proposed Development will be considered based on the standard BS 4142:2014+A1:2019.

10.7.13 The fact that the Proposed Development is replacing a long-established existing facility will be held as a major contextual factor in the assessment of operational noise with the presumption that if the noise levels predicted from the proposed operations are no greater than those from the existing operation, those effects will be considered to be not significant.

10.8 LIMITATIONS AND ASSUMPTIONS

- The assessment will be undertaken with information available at the time of writing, from various sources: documentary sources, cartographic evidence, evidence from traffic surveys and evaluation of results from detailed transport analysis

11 SOCIO-ECONOMICS AND HUMAN HEALTH

11.1 INTRODUCTION

11.1.1 This chapter identifies the likely effects of the Proposed Development on Socio-economics and Human Health, the scope of the assessment, and the methodologies that will be used for the EIA. This chapter also provides an overview of the existing baseline conditions related to Socio-economics and Human Health.

11.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

11.2 CONSULTATION

11.2.1 Consultation has not been undertaken before submission of the EIA Scoping Report. The scope of the EIA will be established through submission of the EIA Scoping Report, to and agreeing the same with HDC, confirming the approach to assessment, relevant planning policy, evidence base, and baseline sources.

11.3 STUDY AREA

SOCIO-ECONOMICS

11.3.1 The study area for socio-economics varies according to receptor. In the absence of statutory guidance on socio-economic assessments, reference has been made to planning policy, best practice guidance, and professional judgement and past experience.

11.3.2 The economic impact of the Proposed Development is considered relative to Cambridgeshire, as this represents the principal labour market catchment area. The Site is highly accessible from all areas of Cambridgeshire, and is likely to be served by labour from all districts across the county and beyond. The Cambridgeshire labour market incorporates the population that may reasonably be expected to travel to and benefit from the Proposed Development. This study area relates to employment generation during construction and operation of the Proposed Development, and follows guidance in the Additionality Guide 4th Edition[81] in determining a study area proportionate to identifying the potential for significant socio-economic effects.

HUMAN HEALTH

11.3.3 The study area for Human Health is determined by identifying areas where direct and indirect impacts may be experienced as a result of the Proposed Development. Human Health outcomes associated with construction and operation of the Proposed Development are likely to be the most pertinent to, and experienced to the greatest degree, by local communities in proximity to the Site. In line with IEMA Guidance[82] on *'Effective Scoping of Human Health in Environmental Impact Assessment'*, the study area will be focussed on the local authority area of Huntingdonshire.

[81] Additionality Guide 4th Edition, n.d. [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/378177/additionality_guide_2014_full.pdf [Accessed 3 March 2025].

[82] Institute of Environmental Management and Assessment, 2025. Effective Scoping of Human Health in Environmental Impact Assessment.

11.3.4 In addition, some temporary and permanent components of the Proposed Development may result in impacts that occur at a more localised scale. These instances will be identified separately (informed by baseline analysis and professional judgement) and the study area will be amended in these specific areas to assess impacts at a localised (e.g. ward) level where relevant and appropriate.

11.4 OVERVIEW OF BASELINE CONDITIONS

11.4.1 An overview of the key existing baseline conditions is as follows, and will be outlined in further detail within the Socio-economics and Human Health ES Chapter.

11.4.2 A desk-based baseline data collection exercise has been undertaken which included a review of available information to determine the baseline conditions in the relevant geographical areas of effect. The following key data sources have been reviewed:

- Office for National Statistics (ONS) Census 2021[83]
- England Indices of Deprivation[84]
- Local Authority Health Profiles[85]
- Huntingdonshire District Council[86]

POPULATION

11.4.3 The 2021 population estimate for Huntingdonshire was 181,827, for Cambridgeshire was 680,747, and for England was 56,554,891 residents[87]. The estimated working age population (aged 16-64) as a percentage of the total resident population in Huntingdonshire was 61.8%; broadly in line with Cambridgeshire (63.7%) and England as a whole (63.0%).

11.4.4 The Indices of Multiple Deprivation[88] uses a combination of information relating to seven 'domains', namely: income; employment; health deprivation and disability; education, skills and training; barriers to housing and services; crime; and living environment, to create an overall score of deprivation. Deprivation is scored between 1 and 317 (representing the 317 local authority districts within England), with a score of 1 being most deprived and 317 being least deprived.

11.4.5 The Indices of Multiple Deprivation 2019 (the most recently published at the time of writing) ranks Huntingdonshire 247th of 317 local authorities and falls within the 30% least deprived areas within England. In relation to the 'health deprivation and disability' domain, Huntingdonshire also falls within the 30% least deprived areas, ranking 242nd of the 317 local authority areas in England.

ECONOMIC ACTIVITY AND QUALIFICATIONS

11.4.6 The proportion of the population in Huntingdonshire with higher education qualifications (RQF4 – equivalent to undergraduate degree level and above) is 35.4% of working age adults, somewhat

83 Office for National Statistics, 2021. Census.
84 Ministry of Housing, Communities & Local Government, 2019. The English Indices of Deprivation.
85 Department of Health & Social Care, 2021. Local Authority Health Profiles.
86 Huntingdonshire District Council, n.d. *Huntingdon District Council Website.* [Online] Available at: https://www.huntingdonshire.gov.uk/ [Accessed 5 March 2025].
87 NOMIS, n.d. *nomis homepage.* [Online] Available at: https://www.nomisweb.co.uk/ [Accessed 2 April 2025].
88 Consumer Data Research Centre (CRDC), n.d. *Index of Multiple Deprivation (IMD).* [Online] Available at: https://data.cdrc.ac.uk/dataset/index-multiple-deprivation-imd [Accessed 2 April 2025].

lower than the Cambridgeshire rate (46.2%) and the national average (46.7%)[89]. However, across all other attainment levels, the proportions of working age adults are similar across these three geographies. Notably, Census 2021 data reported that economic activity in Huntingdonshire (86.7%) was slightly higher than both the Cambridgeshire (80.5%) and England (79.0%) rates, suggesting that lower levels of degree level attainment in Huntingdonshire does not detrimentally impact employment levels within Huntingdonshire.

11.4.7 Of the 81,000 working age residents employed in Huntingdonshire, 69.1% were in full time employment and 29.9% in part time employment . This breakdown is broadly similar to that of Cambridgeshire (71.3% full time employees and 28.7% part time employees). Similarly, rates of unemployment are broadly similar in both geographies (2.8% in Huntingdonshire and 3.4% in Cambridgeshire).

11.4.8 Employment by industry sector is similar across Huntingdonshire and Cambridgeshire, with the 'Wholesale and retail trade; repair of motor vehicles and motor cycles' (14.8% and 11.5% respectively), 'Manufacturing' (13.6% and 9.3% respectively) and 'Human Health and Social work' (11.1% and 12.1%) industries significant employers in both geographies. Overall, the diversity of industries within Huntingdonshire and Cambridgeshire include both higher skilled employment sectors (such as health and education) and lower skilled sectors (such as wholesale and retail trade).

HEALTH AND WELLBEING

11.4.9 According to the World Health Organization, health is described as *"a state of complete physical, mental and social well-being and not merely the absence of disease and infirmity"*[90] reflecting the different factors which influence 'health' and wellbeing.

11.4.10 Public Health England health profiles[91] indicate that in Huntingdonshire, life expectancy is 7.7 years lower for men and 6.3 years lower for women in the most deprived areas than in the least deprived areas. This is broadly similar to Cambridgeshire, where life expectancy is 7.5 years lower for men and 7.0 years lower for women in the most deprived areas than in the least deprived areas. In both geographies however, life expectancy for both men and women is higher than the England average.

11.4.11 In relation to injuries and ill health, rates of diabetes diagnosis, dementia diagnosis, and early stage cancer diagnosis are broadly similar in both geographies, and in line with levels in England as a whole. In relation to wider health determinants and mortality, rates of violent crime leading to hospital admissions, under 75 mortality rate from cardiovascular diseases, and under 75 mortality rate from cancer, are better than the England average across both geographies.

Overall Health

11.4.12 Census 2021 data on self-reported health indicates a broadly similar pattern across all geographies, with residents experiencing slightly lower rates of 'Bad' and 'Very Bad' health in Huntingdonshire

89 NOMIS, n.d. *Huntingdonshire Local Authority and England Country.* [Online] Available at: https://www.nomisweb.co.uk/reports/localarea?compare=E07000011,E92000001 [Accessed 2 April 2025].

90 World Health Organization, (2022). Constitution [online]. Available at: https://www.who.int/about/governance/constitution#:~:text=Health%20is%20a%20state%20of,belief%2C%20economic%20or%20social%20condition

91 Public Health England profiles (2020). [Online]. Available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/13/gid/1938132696/pat/6/par/E12000006/ati/302/are/E10000003/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1

and Cambridgeshire (4.3% and 4.1% respectively) compared to the England average of 5.2%, as outlined in **Table 11-1**.

Table 11-1 - General Health – self-reported

Area	Very good health	Good health	Fair health	Bad health	Very bad health
Huntingdonshire	47.9%	35.7%	12.2%	3.4%	0.9%
Cambridgeshire	49.4%	34.6%	11.9%	3.2%	0.9%
England	48.5%	33.7%	12.7%	4.0%	1.2%

FUTURE BASELINE

11.4.13 Between the last two censuses (held in 2011 and 2021), the population of Huntingdon increased by 6.7%, from approximately 169,500 to 180,800; broadly in line with England (6.6%) as a whole. The population of Huntingdonshire is expected to continue to grow at a similar rate, with a projected population of 189,546 in 2040[92]. Changes to the distribution and structure of the population will impact the labour market, the housing market, and demand for services and facilities. This is likely to result in greater pressure on community facilities, particularly those related to elderly care services such as medical services and care homes.

11.4.14 Huntingdonshire's Local Plan to 2036[93] allocates land for the development of approximately 20,100 new homes by 2036. The Local Plan also supports the creation of new employment opportunities by designating land for commercial and industrial use, which aims to boost local businesses, and attract new investments.

11.4.15 Future trends relating to climate change are also relevant to Socio-economics and Human Health. Interconnected risks associated with climate change include: risk to the delivery of health and social care; risks to businesses from reduced productivity relating to infrastructure disruption; and higher temperatures in working environments. In addition, climate change-related effects such as increased risk of flooding, have the potential to directly affect the health of local populations.

11.4.16 Risks associated with climate change can also impact vulnerable groups disproportionally, including younger and older populations, those with long-term health issues, and those economically disadvantaged people. The UK population is increasing and ageing, and ONS data indicates that these trends are projected to continue[94].

11.5 MITIGATION

11.5.1 A range of standard mitigation measures for the Proposed Development are likely to be adopted throughout the duration of the construction phase. Embedded mitigation measures relevant to

92 NOMIS, n.d. *Population Estimates/Projections*. [Online] Available at: https://www.nomisweb.co.uk/sources/pest [Accessed: 2 April 2025].
93 Huntingdonshire District Council, 2010, *Huntingdonshire's Local Plan to 2036*. [Online]. Available at: Huntingdonshire's Local Plan to 2036 [Accessed: 2 April 2025].
94 ONS, 2021. *Population Projections.* [Online] Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections [Accessed 2 April 2025].

Socio-economics and Human Health will be outlined in the Construction Environmental Management Plan which will accompany the ES; these will include but are not limited to:

- Good practice measures outlined within the Construction Environmental Management Plan would be implemented in order to avoid conflict with local residents, businesses, and other community receptors
- The contractor will be committed to promoting the use of local workforce and suppliers, wherever practicable

11.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

11.6.1 Using the baseline information set out in **Section 11.4**, the element of the assessment and justification for scoping in or out of the Socio-economics and Human Health assessment is outlined in **Table 11-2** below.

Table 11-2– Elements Scoped In or Out of Further Assessment

Element	Phase	Scoped In	Scoped Out	Justification
Employment generation (direct, indirect, and induced effects)	*Construction and operation*	✓		*During the construction and operational phases, there will be increases in direct (i.e. on-site) indirect, and induced employment opportunities.*
Health determinant (effect on Human Health): Economy and employment	*Construction and operation*	✓		*The Proposed Development has the potential to affect those people belonging to age related groups, income related groups, and geographically related groups during the construction and operational phases.* *Therefore, the assessment will consider the impacts of the Proposed Development in relation to economy and employment and the associated effect on Human Health receptors.*
Health determinant (effect on Human Health): Access to services (healthcare)	*Construction and Operation*	✓		*The Proposed Development has the potential to affect those people belonging to age related groups, income related groups, and geographically related groups during the construction and operational phases.* *Therefore, the assessment will consider the impacts of the Proposed Development in relation to access to services (healthcare) and the associated effect on Human Health receptors.*

Element	Phase	Scoped In	Scoped Out	Justification
Health determinant (effect on Human Health): Air Quality	*Construction and Operation*		✓	*The EIA will consider the impacts of the Proposed Development on Human Health receptors as part of the air quality, noise and vibration, landscape and transport assessments, and therefore a separate health assessment will not be undertaken as part of the EIA for these Human Health determinants.*
Health determinant (effect on Human Health): Landscape / townscape and tranquillity	*Construction and Operation*		✓	
Health determinant (effect on Human Health): Noise	*Construction and Operation*		✓	
Health determinant (effect on Human Health): Traffic and transport	*Construction and Operation*		✓	

11.7 APPROACH TO ASSESSMENT

11.7.1 The sections below set out the proposed assessment methodology and scope of the Socio-economics and Human Health ES Chapter.

SOCIO-ECONOMICS

Scope of the Assessment

11.7.2 The socio-economic element of the assessment considers the impacts of the Proposed Development on people and the economy. The potentially significant Socio-economic effects associated with the construction and operational phases of the Proposed Development are considered to be:

- Direct employment opportunities generated during construction and operation
- Indirect and induced employment opportunities generated during construction and operation

Assessment Methodology

Construction Employment Generation

11.7.3 Employment generation during the enabling and construction phase will be based on the construction duration and cost and will be estimated by applying an average gross output per construction industry employee to the estimated total construction cost to determine gross and net employment generation per annum. Leakage and displacement rates, and multiplier effects will then be taken into account to determine the total net employment.

Leakage

11.7.4 Leakage effects are the benefits to those outside the effect area[95]. On the basis of travel to work data, Census 2021 indicates that approximately 46% of people working in Cambridgeshire live

[95] English Partnerships, 2014. Additionality Guide 4th Edition.

outside the area. This factor will therefore be applied and corresponds to a medium-high leakage rate as set out by English Partnerships (now Homes England) Additionality Guidance[130] and implies that a reasonably high proportion of the benefits (employment opportunities) will go to people living within the area.

Displacement

11.7.5 Displacement measures the extent to which the benefits of a project are offset by reduction of output or employment elsewhere. Additional demand for labour because of the construction phase of the Proposed Development cannot simply be treated as a net benefit as it has the potential to remove workers from other positions, and the net benefit is therefore reduced by the extent that this occurs.

11.7.6 Construction workers typically move between construction projects when delays occur or to help the workforce meet particular construction deadlines. Overall, it is assumed that due to the flexibility of the labour market and the fact that construction workers at the Proposed Development will represent a small proportion of the Cambridgeshire construction labour force, displacement of the direct construction employment will be medium.

11.7.7 Additionality Guidance[130] provides guidance on levels of displacement. Within the context of the Proposed Development, a medium level of displacement of 50% is considered appropriate, where approximately half of the activity would be displaced.

Multiplier Effects

11.7.8 In addition to the direct employment generated by the Proposed Development itself, there will be an increase in local employment arising from *"further economic activity (jobs, expenditure or income) associated with additional local income and local supplier purchases"*; the indirect and induced effects of the construction activity. Employment growth will arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, part of the income of the construction workers and suppliers will be spent in Cambridgeshire, generating further employment (induced or income multipliers).

11.7.1 The effects of the multiplier depend on the size of the geographical area that is being considered, the local supply linkages and income leakage from the area. Additionality Guidance[130] provides a guide to the composite multipliers (the combined effect of indirect and induced multiplier effects) which should be applied. In line with this guidance, in the context of site and surrounding locality, a 'medium' multiplier of 1.5 is considered appropriate.

Operational Employment Generation

11.7.2 The gross Full Time Equivalent (FTE) employment during operation for the Proposed Development will be provided by Northwest Anglia NHS Foundation Trust, based on current staffing levels and anticipated uplift in staff requirements for the new hospital. To determine the net operational employment, a leakage rate of 46%, a medium level of displacement of 50%, and a 1.5 multiplier (as per English Partnerships Guidance on leakage, displacement, and multipliers) will be applied to the gross operational employment estimate.

Assessment Criteria

11.7.3 The methodology for assessing socio-economic impacts will follow standard EIA guidance and will involve:

- Consideration of local policy, plans and development constraints

- Assessment of the likely scale, permanence and classification of impacts
- An assessment of the residual and cumulative impacts of the Proposed Development

11.7.4 The assessment of likely significant effects as a result of the Proposed Development considers the construction and operational phases. The socio-economic assessment seeks to establish the potential economic impacts of the Proposed Development in terms of employment generation and assesses these against the current baseline conditions. The sensitivity has been identified with reference to relevant guidance where applicable and by employing professional judgement. The significance level attributed to each effect is assessed based on the magnitude of change as a result of the Proposed Development and the sensitivity of the affected receptor.

11.7.5 For Socio-economics there is no accepted definition of what constitutes a significant (or not significant) socio-economic effect. It is however recognised that classification of an effect reflects the relationship between the scale of an impact (magnitude) and the sensitivity (or value) of the affected resource or receptor.

11.7.6 As such socio-economic effects will be assessed on the basis of:

- **Consideration of sensitivity to effects**: specific values in terms of sensitivity are not attributed to socio-economic resources/receptors due to their diverse nature and scale, however, the assessment takes account of the qualitative (rather than quantitative) 'sensitivity' of each receptor and, in particular, their ability to respond to change based on recent rates of change and turnover (if appropriate)
- **Magnitude of the impact**: this entails consideration of the size of the effect on people or businesses in the context of the area in which effects will be experienced
- **Scope for adjustment or mitigation**: the socio-economic study is concerned in part with economies. These adjust themselves continually to changes in supply and demand, and the scope for the changes brought about by the project to be accommodated by market adjustment will therefore be a criterion in assessing significance

11.7.7 The assessment aims to be objective and quantifies effects as far as possible. However, some effects can only be evaluated on a qualitative basis. Effects are defined as follows:

- **Beneficial** classifications of significance indicate an advantageous or beneficial effect on an effect area, which may be minor, moderate, or major in effect
- **Negligible** classifications of significance indicate imperceptible effects on an effect area
- **Adverse** classifications of significance indicate a disadvantageous or adverse effect on an effect area, which may be minor, moderate or major in effect

11.7.8 Based on consideration of the above, where an effect is assessed as being beneficial or adverse, significance has been assigned using the scale below based on professional judgement:

- **Negligible**: no receptors (or very few) are beneficially or adversely affected. The effect is unlikely to make a measurable difference on the receptors in the relevant areas of effect
- **Minor**: a small number of receptors are beneficially or adversely affected. The effect is likely to make a small measurable positive or negative difference on receptors in the relevant area(s) of effect
- **Moderate**: a moderate number of receptors are beneficially or adversely affected. The effect is likely to make a measurable positive or negative difference on receptors in the relevant area(s) of effect

- **Major**: all or a large number of receptors are beneficially or adversely affected. The effect is likely to make a substantial positive or negative difference on receptors in the relevant area(s) of effect

11.7.9 The duration of effect is also considered, with more weight given to permanent changes than to temporary ones. Temporary effects are considered to be those associated with the enabling, demolition and construction works, and may be short, medium or long term. Permanent effects are generally those associated with the completed development, and are expected to be non-reversible.

11.7.10 Effects that are deemed to be significant for the purpose of the socio-economic assessment are those that are described as being moderate or major beneficial or adverse.

HUMAN HEALTH

Scope of the Assessment

11.7.11 A separate HIA will not be prepared, as the Human Health assessment within this chapter (and the wider Scoping Report) covers the necessary requirements with respect to HIA. This assessment considers the impacts of the Proposed Development on the environmental, social, or economic factors that influence health (referred to as 'health determinants'). The receptors for the Human Health assessment include communities and vulnerable groups (defined below) within the study area (Huntingdonshire) who are likely to experience changes in health determinants. For the purposes of this assessment, health determinants relevant to the Proposed Development are considered include the following:

- Economy and employment
- Access to services
- Air quality
- Landscape / townscape and tranquillity
- Noise and Vibration
- Traffic and transport

11.7.12 Effects will likely vary depending on the geographic extent of an impact and its nature, which may affect sub-groups of the population (e.g. users of the hospital), which may make them more vulnerable. The assessment of Human Health effects is provided at a population, rather than individual level.

11.7.13 On the basis of the baseline assessment, the key vulnerable groups and associated sub-groups anticipated to be present are outlined below. The most disadvantaged and/or vulnerable groups are those that exhibit a number of characteristics, for example, children living in poverty. The groups that have been identified as applicable to this assessment are those that are identified as having the potential to be differentially affected by the Proposed Development:

- **Age related groups**: children and young people; older people
- **Income related groups**: people on low income; economically inactive and unemployed people
- **Geographically related groups**: people living in areas experiencing deprivation, e.g. those known to exhibit poor economic and/or health indicators

11.7.14 Groups who suffer discrimination or other social disadvantage (e.g. people classified as disabled under the Equality Act; people belonging to a particular religion or faith; lesbian, gay, bisexual, and transgender people; and Black and Minority Ethnic groups) are also vulnerable groups likely to be represented within the local area and wider region. However, due to the type of development proposed, these groups are not anticipated to be disproportionately affected in relation to Human

Health as a result of the Proposed Development and have therefore not been included as part of the scope for Human Health.

Assessment Methodology

11.7.15 The assessment will be qualitative and informed by desk-based study as well as assessment findings outlined within other topics. An assessment of Human Health will consider the impact of the Proposed Development on the following determinants of health, with Air Quality, Noise, Landscape / Townscape, and Traffic and Transport covered in these respective topic chapters:

- Economy and employment
- Access to services

11.7.16 The assessment of Human Health will assess each determinant of health separately, drawing attention to potential vulnerable population groups and receptors. The assessment of sensitivity and magnitude of change will be based on the IEMA Guidance[96] to assign a finding of high, medium, low, or very low. The overall significance will be based on an assessment scale of negligible or minor (not significant) to moderate of major (significant) effect.

Assessment Criteria

11.7.17 The sensitivity of Human Health receptors and the magnitude of change experienced are outlined in **Table 11-3** and **Table 11-4** below.

Table 11-3 - Sensitivity Criteria – Human Health

Sensitivity of Receptor	Criteria for Human Health Assessment
High	The affected population is defined as having: ■ High levels of deprivation (including pockets of deprivation); ■ Existing wide inequalities between the most and least healthy; ■ People who are prevented from undertaking daily activities; and ■ People with very poor health status; and/or people with a very low capacity to adapt.
Medium	The affected population is defined as having: ■ Moderate levels of deprivation; ■ Existing widening inequalities between the most and least healthy; ■ People who are highly limited from undertaking daily activities; ■ People providing or requiring a lot of care; and ■ People with poor health status; and/or people with a limited capacity to adapt.
Low	The affected population is defined as having: ■ Low levels of deprivation; ■ Existing narrowing inequalities between the most and least healthy; ■ People who are slightly limited from undertaking daily activities; ■ People providing or requiring some care; and ■ People with fair health status; and/or people with a high capacity to adapt.
Very Low	The affected population is defined as having: ■ Very low levels of deprivation; ■ Existing narrow inequalities between the most and least healthy;

[96] IEMA (2022). Determining Significance for Human Health in Environmental Impact Assessment.

Sensitivity of Receptor	Criteria for Human Health Assessment
	▪ People who are not limited from undertaking daily activities; people who are independent (not a carer or dependent); and ▪ People with good health status; and/or people with a very high capacity to adapt.

Table 11-4 - Magnitude Criteria – Human Health

Magnitude of Change	Criteria for Human Health Assessment
High	The effects are described as having: ▪ High exposure or scale; ▪ Long term duration or a continuous frequency; ▪ severity predominantly related to mortality or changes in morbidity (physical or mental health) for very severe illness/ injury outcomes; ▪ Majority of population affected; ▪ A permanent change; and ▪ Substantial service quality implications.
Medium	The effects are described as having: ▪ Low exposure or medium scale; ▪ Medium term duration or frequent events; ▪ Severity predominantly related to moderate changes in morbidity or major change in quality-of-life; ▪ Large minority of population affected; ▪ Gradual reversal of effects; and ▪ Small service quality implications.
Low	The magnitude of effects are described as having: ▪ Very low exposure or small scale; ▪ Short term duration or occasional events; ▪ Severity predominantly related to minor change in morbidity or moderate change in quality-of-life; ▪ Small minority of population affected; ▪ Rapid reversal of effects; and ▪ Slight service quality implications.
Very Low	The magnitude of effects are described as having: ▪ Negligible exposure or scale; ▪ Very short-term duration or a one-off frequency; ▪ Severity predominantly relates to a minor change in quality-of-life; ▪ Very few people affected; ▪ Immediate reversal of effects once activity complete; and ▪ No service quality implication.

11.7.18 The significance matrix for Human Health is set out below.

Table 11-5 - Significance – Human Health

		Magnitude of Change			
		High	**Medium**	**Low**	**Very Low**
Sensitivity	**High**	Major (significant)	Major / Moderate (Significant)	Moderate (Potentially significant)	Minor / Negligible (not significant)
	Medium	Major / Moderate (Significant)	Moderate (Potentially significant)	Minor (not significant)	Minor / Negligible (not significant)
	Low	Moderate / Minor (potentially significant)	Minor (not significant)	Minor (not significant)	Negligible (not significant)
	Very Low	Minor / Negligible (not significant)	Negligible (not significant)	Negligible (not significant)	Negligible (not significant)

Note: where the significance matrix presents a finding of 'potentially significant', this allows the assessor to apply past experience and professional judgement to determine the overall finding of significance based on the specific considerations relating to each determinant of health.

11.8 LIMITATIONS AND ASSUMPTIONS

11.8.1 The following limitations and assumptions have been identified

- This assessment has relied, in part, on data provided by third parties (e.g. Ordnance Survey Mapping, Office for National Statistics) which are the most up-to-date data available at the time of writing. No significant changes or limitations in these datasets have been identified that would affect the robustness of the assessment. Baseline data will be updated and kept under review throughout the production of the ES in order to ensure that (where practicable) the most recently published data is utilised
- No site survey has been undertaken for the purpose of this Chapter. However, this is not considered to affect the robustness of the assessment for EIA purposes due to baseline information being publicly available

12 TRANSPORT AND ACCESS

12.1 INTRODUCTION

12.1.1 This chapter considers the likely impacts of the Proposed Development on traffic and transport, during construction and operation, and any potential significant effects. It sets out the proposed methodology for the assessment of likely transport impacts and identifies those impacts that can be scoped out of the assessment. Assessment of the transport impacts will be presented in the ES or accompanying Transport Assessment (TA).

12.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

12.2 CONSULTATION

12.2.1 Pre-application meetings were held in September 2024 and February 2025 with HDC and Cambridgeshire County Council (CCC). The September 2024 meeting focused on all disciplines involved with the re-development of the Site, and the February 2025 meeting had a transport focus, covering parking and access.

12.3 STUDY AREA

12.3.1 The study area for the Proposed Development covers the following junctions and links (as shown in **Plate 13-1**):

- Junctions (MCC Locations);
  - A141 / A1307 Roundabout;
  - A1307 / A1307 View Common Road Roundabout
  - Cambridgeshire Constabulary HQ Site Access
  - Hinchingbrooke Park Road / Christie Drive / Parkway Roundabout
  - Hinchingbrooke Park Road / Hinchingbrooke Hospital Main Car Park Access
  - Hinchingbrooke Park Road / Woodlands Centre Car Park Exit Priority Junction
  - Hinchingbrooke Park Road / Woodlands Centre Car Park Entrance Priority Junction
  - Hinchingbrooke Park Road / Hinchingbrooke Hospital Southern Access Priority Junction
  - Hinchingbrooke Park Road / A1307 Signalised Junction
  - B1514 Brampton Road / A1307 Trumpet Junction Southern Exit Priority Junction
  - B1514 Brampton Road / A1307 Trumpet Junction Southern Slip Road
  - B1514 Brampton Road / Hinchingbrooke Park Road Trumpet Junction Slip Road
  - B1514 Brampton Road / Hinchingbrooke Park Road Priority Junction
  - Edison Bell Way / B1514 Brampton Road / A1307 Signalised Cross Roads
  - B1514 Huntingdon Road / B1514 Church Lane / B1514 Thrapston Road
  - B1514 Thrapston Road / A141 Slip Road Roundabout (S)
  - B1514 Thrapston Road / A141 Slip Road / Huntingdon Racecourse Access / Private Access Roundabout
- Links (ATC Locations)
  - A1307 (link count from overbridge)
  - Views Common Road

- B1514 Huntingdon Road (Eastbound)
- B1514 Huntingdon Road (Westbound)

Plate 12-1 - Transport and Access - Study Area



12.4 OVERVIEW OF BASELINE CONDITIONS

12.4.1 The key sources of information of traffic and transport conditions will be:

- Desktop review, supplemented by a site visit, to establish existing:
  - Pedestrian routes / access to local services and facilities
  - Cycle routes / access to local services and facilities
  - Bus / rail services and associated infrastructure / facilities
  - Highway network characteristics, including highway safety records (data to be obtained from the Local Highway Authority)
- Survey data:
  - Traffic volumes and queues on the existing transport and highway network: a series of traffic surveys including, Automatic Traffic Counts (ATC), Manual Classified Counts (MCC) and queue length surveys have already been undertaken, particularly at junctions where changes in vehicle movements are anticipated as a result of the Proposed Development during the construction and operation phases. The traffic surveys will be carried out in 2025, providing a snapshot of the traffic conditions within the local area

- Initial engagement will be undertaken with CCC to agree the extent of surveys required. This will be documented within the Transport Assessment Scoping Note to be produced in 2025

- Standalone junction modelling:
  - Stand-alone junction modelling will be undertaken at junctions where changes in vehicle movements are anticipated as a result of the Proposed Development. This will help understand the existing operation and performance of the highway network in the AM and PM peak, including existing levels of delay and congestion
  - The information gathered and presented within the ES will inform the baseline relevant to traffic and transport, where relevant

EXISTING BASELINE

Site Accesses

12.4.2 The Site is currently accessed via Hinchingbrooke Park Road. The first vehicular access – Hospital (EEAST) – into the hospital from Hinchingbrooke Park Road (from the south) is via a standard priority T-junction. This access supports servicing and deliveries (to the rear of the estates block) and provides access to staff accommodation areas and dedicated staff car parking (to the rear of the existing hospital).

12.4.3 The second access – Hospital (Swallow Lodge) – into the hospital (approximately 100m further north-west along Hinchingbrooke Park Road) is also via a standard priority T-junction. This access is two-way up to the entrance of the MARS block and Education Centre (circa 70m). This access subsequently provides one-way access to staff car parking in front of the MARS block (parallel to Hinchingbrooke Park Road, with vehicles exiting via the first vehicular access to the hospital along Hinchingbrooke Park Road), and one-way access to staff / patient / visitor car parking for the Woodlands Centre and The Elms building. Vehicles that utilise the area of car parking for the Woodlands Centre and The Elms building exit onto Hinchingbrooke Park Road approximately 150m further north via an exit-only priority T-junction (Hospital (The Elms (Exit))).

12.4.4 The main access into the hospital is at the northern end of Hinchingbrooke Park Road, via a priority T-junction. Right-turn movements into the hospital are prohibited (“No Entry” signage on the right-turn exit lane through the central island); therefore, vehicles accessing the hospital from the south must traverse up Hinchingbrooke Park Road, U-turn at the Hinchingbrooke Park Road / Christie Drive / Parkway roundabout and turn left into the hospital. This access is two-way (terminating at a roundabout in front of the Treatment Centre) and provides access to the main visitor and staff car parks (to the northern side of the access road) and Emergency Department Ambulance Parking and drop-off parking outside the main entrance.

12.4.5 The future vehicular access strategy to the Site will be via a new access, with four options currently under consideration:

- **Option 1a: ‘Constabulary Land’** – should this land become permanently available, a new permanent priority T-Junction with a right-turn ghost island lane would be provided off Views Common Road. A new access road would be created across the open land, tying in with the existing hospital access road (minimising the impact on the existing tree belt). This access would form part of both the construction and operation access solution, with additional and alternative access available via Hinchingbrooke Park Road and the existing main access

- **Option 1b: 'Constabulary Land'**– should the open land between Views Common Road and the southern boundary of the existing hospital site become temporarily available, a new temporary priority T-Junction would be provided off Views Common Road
- **Option 2: Hinchingbrooke Park Road** – this would take the form of two priority T-junctions, with ghost-island right-turn lanes. The existing Hinchingbrooke Park Road / Hospital (EEAST) priority T-Junction would be widened and upgraded, whilst the existing Hinchingbrooke Park Road / Hospital (Swallow Lodge) priority T-junction would (in the fullness of time once demolition in the area has occurred), be relocated 30m northward (to allow sufficient junction spacing and to maximise right-turn storage lanes) and widened as necessary. These accesses would form part of both the construction and operation access solution, with additional and alternative access available via Hinchingbrooke Park Road and the existing main access. If required, a temporary construction access could also be provided via Parkway, connecting into the northwest corner of the existing staff car park
- **Option 3: Kingfisher Way / Parkway**: Consideration has been given regarding accessing the hospital via Kingfisher Way / Parkway. Currently, this route serves as an emergency route (emergency gate at the intersection of Kingfisher Way / Parkway) into the hospital from the A141 and roads to the north / west of the existing hospital. The opportunity to expand this to an all-user route has been explored

Vehicular Parking

- Vehicular parking facilities are currently provided across the Site for staff and visitors; with a total of 1,373 spaces across the Site, as shown in **Plate 12-2**, with the main visitor car park (located to the north of the hospital entrance) comprising of 276 spaces, and the main staff car park (located adjacent to the main visitor car park) comprising of 323 spaces. Additional visitors, staff and an ambulance are provided to the east, south and west of the hospital

Plate 12-2 - Existing Car Park Locations



Cycle Parking

- There are 20 sheltered cycle parking spaces located near the main entrance of the hospital providing a convenient and secure place to park bikes. An additional 24 sheltered cycle parking spaces are located adjacent to Hinchingbrooke Park Road and there are 12 unsheltered cycle parking spaces (six near the main entrance and six near the Treatment Centre entrance)

Active Travel Access

- Pedestrian access to the Site is mainly achieved via Hinchingbrooke Park Road, which has a footway on the southern side of the carriageway, and a segregated shared-use path on the northern side, which continues between Hinchingbrooke Park Road and the main entrance. Brampton Road also has pedestrian and cycle facilities and connects the hospital to the town centre. Within the Site, there is a network of footways providing safe access between buildings and car parks, with clearly marked zebra crossings available
- The Sustrans National Cycle Network Route 12 runs close to the site, along Huntingdon Road, Brampton Road and towards surrounding towns and villages. Route 51 goes from the town centre and train station to the east of the town through to Godmanchester. Route 51 connects with route 12 on Brampton Road. Most of these routes are separated from live traffic and route through quieter areas

Public Transport Access

- There are three bus stops available in the vicinity of the hospital, which are located on Hinchingbrooke Park Road. One is situated at the west end of the road (shelter and seating are available) and two are situated outside the eastern end of the hospital site (the northern side of carriageway has shelter and seating available). Destinations accessible from these stops include Huntingdon Bus Station, Godmanchester, St Neots and Cambridge
- Huntingdon Railway Station is less than a mile away from the Site. The station is operated by Great Northern Rail, with services to St Neots, Sandy, Biggleswade, Stevenage, London King's Cross, and Gatwick Airport. Huntingdon Railway Station is accessible by both public transport and active travel modes, with bus stops outside the station building. National Cycle Network Route 51 links to the railway station via Edison Bell Way and National Cycle Network Route 12 via Brampton Road

Local and Strategic Road Network

12.4.6 The Local and Strategic Road Network (SRN) within the vicinity of the site, and discussed within this ES chapter, this will include:

- Hinchingbrooke Park Road:
  - Hinchingbrooke Park Road provides the main access to the site, and it set out above
- Views Common Road:
  - To the south, Hinchingbrooke Park Road connects with Views Common Road at a signalised cross-road junction (the northern junction of the adjacent Trumpet Interchange with the B1514 Brampton Road). Views Common Road is a link road / roundabout built in 2021 providing a connection between Hinchingbrooke Park Road and the A1307 (the former route of the A14). Views Common Road is a two-way single carriageway, with a posted speed limit of 40mph. A footway / cycleway is provided on the northern side of the carriageway
- B1514 Brampton Road:

- The B1514 Brampton Road is a two-way single carriageway providing connectivity between Huntingdon Town Centre (to the east) and Brampton / A141 (to the west). The route is lit, has a posted speed limit of 30mph in the built-up areas, increasing to a posted speed limit of 50mph in between the settlements. Active travel infrastructure is provided along the B1514 Brampton Road

- A1307:
  - The A1307 is a dual carriageway, operating at the national speed limit (70mph) forming part of the major A-road network and providing onward connectivity to the SRN surrounding the site
- A141:
  - The A141 is a dual carriageway, operating at the national speed limit (70mph) forming part of the major A-road network and providing onward connectivity to the SRN surrounding the site

12.5 MITIGATION

12.5.1 A Construction Traffic Mitigation Plan (CTMP) will be produced to accompany the planning application, which will include embedded mitigation during the construction period.

12.5.2 A Travel Plan and Car Parking Management Strategy will also be produced to support the planning application.

12.5.3 Junction modelling will be undertaken as part of the Transport Assessment to identify if mitigation is needed, which will be used for the analysis within this ES Chapter.

12.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

CONSTRUCTION PHASE

12.6.1 The construction phase assessment will be undertaken in line the Institute of Environmental Management and Assessment's (IEMA) Guidelines[97]. The assessment will evaluate the transport and access conditions during a 'peak construction' year.

The construction phase assessment will consider:

- Construction traffic volume (Heavy Goods Vehicles (HGVs) and light vehicles) including movements associated with materials and waste
- Anticipated vehicle routing during construction
- The likely home location of construction workers based on journey to work data (obtained from the latest available Census data)

OPERATIONAL PHASE

12.6.2 The operational phase assessment will be undertaken in line with the IEMA Guidelines. It will evaluate the transport and access conditions for the future assessment years. It has been assumed that the future assessment years will include an Opening Year of 2030 and a Future Year (TBC, assumed to be 2035); however, agreement will be sought with the Local Highway Authority.

The operation phase assessment will consider:

[97] Environmental Assessment of Traffic and Movement, IEMA, 2023.

- Operational traffic volumes (HGVs and light vehicles)
- Proxy traffic volumes for committed developments
- Changes in the routing of staff and patients as a result of the relocation of the site accesses
- The likely home location of staff and patients based on journey to work data (obtained from the latest available Census data)

CUMULATIVE EFFECTS

12.6.3 The proposed methodology for assessing the cumulative effects is based on the Planning Inspectorate guidance[98]. Based on this, the EIA will consider the following types of cumulative effects:

- **Combined effects** - the combination of individual environmental topic effects from the Proposed Scheme on a particular receptor
- **Cumulative effects** - effects due to interactions between the Proposed Development and other reasonably foreseeable, nearby future developments of an appropriate scale outside the Site

12.6.4 Cumulative effects from the Proposed Development alongside other developments in its vicinity will be assessed according to each topic and summarised in **Chapter 15 – Cumulative Effects** of the ES.

ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

12.6.5 Using the baseline information set out in **Section 12.4**, the element of the assessment and justification for scoping in or out of the Transport and Access assessment is outlined in **Table 12-1** below.

Table 12-1 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Severance of Communities	*Construction and Operation*	✔		*Required by the IEMA Guidelines*
Non-Motorised User Delay	*Construction and Operation*	✔		*Required by the IEMA Guidelines*
Non-Motorised User Amenity	*Construction and Operation*	✔		*Required by the IEMA Guidelines*
Fear and Intimidation On and By Road Users	*Construction and Operation*	✔		*Required by the IEMA Guidelines*
Road Vehicle Driver and Passenger Delay	*Construction and Operation*	✔		*Required by the IEMA Guidelines*
Hazardous and Large Loads	*N/A*		✔	*No dangerous/hazardous loads are expected during the construction and operational periods of the Proposed Development. Any large abnormal indivisible loads would be dealt with on a case-by-case basis, and agreed with the relevant authorities.*

[98] Nationally significant infrastructure projects: advice on cumulative effects assessment, Planning Inspectorate, 2024.

Element	Phase	Scoped In	Scoped Out	Justification
Road User and Pedestrian Safety	*Construction and Operation*	✔		*Required by the IEMA Guidelines*

12.7 APPROACH TO ASSESSMENT

SCREENING

12.7.1 Guidance on assessing the environmental impact of road traffic is clearly set out in the IEMA guidelines titled '*Environmental Assessment of Traffic and Movement*' (2023) ("IEMA 2023 Guidelines").

12.7.2 The IEMA 2023 Guidelines provide two 'rules of thumb' as a screening process to delimit the scale and extent of the assessment of traffic impacts and the determination of which traffic links require assessment. The rules of thumb are as follows:

- **Rule 1**: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)
- **Rule 2**: Include highway links of high sensitivity where traffic flows have increased by 10% or more

SENSITIVITY OF RECEPTORS

12.7.3 The following sensitive receptors have been identified for the Proposed Development:

- Non-motorised users (pedestrians, cyclists and equestrians) of the surrounding highway network, PRoW and non-designated public routes
- Motorised users of the surrounding highway network, including vehicle drivers, public transport users and vulnerable groups

12.7.4 The sensitivity of a receptor to traffic and transport impacts depends upon a combination of its value and susceptibility. The sensitivity of different receptors to traffic and transport effects is outlined in **Table 12-2** below. For the purpose of this assessment, different sensitivity values will be assigned to road links for non-motorised users, motorised users (in respect of driver delay) and motorised users (in respect of road safety).

12.7.5 It is assumed that an increase in delay on a road link which experiences a high level of congestion is worse than an increase in delay on a link with a minimal level of congestion. As such a higher ratio of traffic volume/ highway capacity (i.e. V/C ratio) is assumed to relate to a higher sensitivity. It is assumed links with clusters of more serious severity accidents will be more sensitive to change than those with clusters of less serious severity accidents.

Table 12-2 - Receptor Sensitivity – General Overview

Receptor Sensitivity	Receptor Type
High	Users who access property via the existing transport network. Users making essential journeys and who do not have any other alternative route available. Users with the greatest susceptibility to traffic flow (e.g. users

Receptor Sensitivity	Receptor Type
	near schools, colleges, playgrounds, accident clusters, retirement homes, pedestrians walking along roads without footways).
Medium	Users of the transport network who use the affected routes frequently for essential journeys such as education and commuting but also have an existing choice of alternative routes. Users with moderate susceptibility to traffic flow. E.g., at and along congested junctions and links, near doctors' surgeries, recreation facilities, hospitals, shopping areas with roadside frontage, roads with narrow footways (<1.2m).
Low	Users of the transport network who use the affected routes frequently for non-essential journeys such as leisure and recreational purposes and those who use the routes less frequently for essential journeys. Users with low susceptibility to traffic flow. E.g., near places of worship, public open space, tourist attractions and residential areas with adequate footway provision (2.0m to 1.2m).
Very Low	Users of the network who use the routes infrequently for non-essential journeys. Users with little or no susceptibility to traffic flow (e.g., roads with good footway provision (> 2.0m), areas sufficiently distant from affected roads and junctions).

MAGNITUDE OF IMPACT

12.7.6 To assist with assigning a magnitude to traffic and transport impacts, the IEMA 2023 Guidelines set out considerations, and in some cases thresholds, in respect to changes in the volume and composition of traffic.

12.7.7 The assessment methodology for defining the magnitude of traffic and transport impacts has been derived from the IEMA guidance. Where no guidance is available, commonly agreed thresholds for judging the magnitude of traffic and transport impacts and professional judgement, backed-up by data / quantified information, has been applied as suggested in paragraph 3.12 of the IEMA guidance.

12.7.8 Dependent on whether the magnitude of effects is positive or negative, the effect on receptors can be beneficial or adverse. An impact may also be classed as temporary or permanent.

SIGNIFICANCE OF EFFECT CRITERIA

12.7.9 The approach to determining the sensitivity of receptors, magnitude of impacts, and the significance of effects considered for the impacts, is identified below, and required by the IEMA Guidelines:

- Severance of Communities:
  - Professional judgement will be applied to determine receptor sensitivity
  - The IEMA Guidelines set out a range of indicators for determining the magnitude of impact on pedestrian and cyclist severance. Changes in traffic flow of 30% are regarded as producing 'slight' impact, 60% as 'moderate' impact and 90% as 'substantial' impact. These indicators, together with specific local conditions (such as the provision of crossing facilities and traffic signal settings) will be used to determine the magnitude of impact on severance
- Non-Motorised User Delay:
  - Professional judgement will be applied to determine receptor sensitivity

- There is no formal or published guidance for the assessment of Non-Motorised User (NMU) delay. However, the IEMA Guidelines recommend assessors use their professional judgement to determine the significance of effect by considering both the sensitivity of the receptor and magnitude of the impact. For the purposes of this assessment, changes in traffic flows of 30%, 60% and 90% will be considered to represent a low, medium, and high magnitude impact on NMU delay

- Non-Motorised User Amenity:
  - Professional judgement will be applied to determine receptor sensitivity
  - The IEMA Guidelines suggest a threshold for judging the magnitude of changes in NMU amenity would be where the traffic flow is halved or doubled. In the absence of other criteria, this threshold will be used in the assessment for the Proposed Development. The magnitude would be considered to be 'low' where traffic flows have increased by between 100% and 130%, medium where traffic flows have increased between 130% and 160% and high where traffic have increased by more than 190%
- Fear and Intimidation On and By Road Users:
  - Professional judgement will be applied to determine receptor sensitivity
  - In the absence of commonly agreed thresholds for judging the significance of likely fear and intimidation effects, IEMA Guidelines recommends the thresholds outlined in **Table 12-3** are used to assess the magnitude of effect on fear and intimidation
  - Considerations key to assessing the impact on fear and intimation include: volume of traffic; percentage of HGVs; and the proximity of pedestrians to traffic. In addition, the speed of traffic, the number of turning movements, the proximity of schools and the level of vulnerable groups will be considered
  - The magnitude of change is based on the step changes in level of fear and intimidation with and without the Proposed Development. One step change in the level of fear and intimidation (and increase in 18-hour average traffic flows of less than 400 and/or less than 500 increase in 18-hour HGV flows) equals a low magnitude. One step change in the level of fear and intimidation (and increase in 18-hour average traffic flows of more than 400 and/or more than 500 increase in 18-hour HGV flows) equals a medium magnitude of impact. Two step changes in the level of fear and intimidation equals a high magnitude of impact

Table 12-3 - Transport and Access – Fear and Intimidation

Degree of hazard score	18-hour average flow all vehicles (vehicle / hour) (a)	18-hour total HGV flow (b)	18-hour average speed change (mph) (c)
30	1,800+	3,000+	>40
20	1,200-1,800	2,000-3,000	30-40
10	600-1,200	1,000-2,000	20-30
0	<600	<1,000	<20

- The total score from all three elements is combined to provide a 'level' of fear and intimidation for all three elements (a + b + c);
- An 'extreme' level of fear and intimidation is classified as a score greater than 71 from the table;
- A 'great' level of fear and intimidation is classified as a score of between 41-70;
- A 'moderate' level of fear and intimidation is classified as a score of between 21-40;
- A 'small' level of fear and intimidation is classified as a score of between 0-10.

- Road Vehicle Driver and Passenger Delay:
  - The receptor sensitivity will be determined using professional judgement
  - To determine the traffic and transport impact of the Proposed Development on driver delay, junctions on the local and strategic highway network (to be agreed with NCC and National Highways as a part of the scoping of the Transport Assessment) will be modelled using appropriate junction assessment software (LinSig, ARCADY and PICADY) with and without the Proposed Development
  - These models will provide an assessment of the Ratio of Flow to Capacity (RFC), or Degree of Saturation (DoS) (in the case of signalised junctions), the expected level of queuing and average delay per vehicle at each junction approach during peak highway time periods. The magnitude of impact on driver delay will be based on the percentage change in average driver delay per vehicle. The percentage thresholds for low, medium and high magnitude impact will be based on the IEMA Guidelines thresholds of 30% (RFC / DoS <0.85), 60% (RFC / DoS 0.85 – 1.0) and 90% (RFC / DoS >1.0) respectively
- Hazardous and Large Loads:
  - For the purpose of this scope, it has been assumed that abnormal loads are scoped-out of the assessment, as no abnormal loads are expected during the construction and operational periods of the Proposed Development
- Road User and Pedestrian Safety:
  - The receptor sensitivity will be determined using professional judgement
  - The assessment of accident risk and highway safety is based upon existing accident rates and specific local circumstances to identify accident clusters. For example, should a particular link or junction be found to have a high existing accident rate, the addition of substantial traffic volumes generally would be expected to have an adverse impact on highway safety, due to further increased opportunities for conflict
  - The IEMA guidelines advise that engagement should be undertaken with local authorities to determine the best approach for determining the significance of road safety effects
  - For the purpose of this assessment, the magnitude of impact will be based on a qualitative assessment that uses professional judgement to considers the likely impact of a change in traffic flows on road user safety

ASSESSMENT OF SIGNIFICANCE

12.7.10 The significance of the traffic and transport effects is a product of the receptors' sensitivity magnitude of impact. A matrix for determining the significance of traffic and transport effects is provided in **Table 12-4** below.

Table 12-4 - Matrix for determining the sensitivity of receptors to environmental effects

		Sensitivity of Receptor to Environmental Effects			
		High	**Medium**	**Low**	**Negligible**
Magnitude of Impact	**High**	Major	Moderate to Major	Minor to Moderate	Negligible
	Medium	Moderate to Major	Moderate	Minor	Negligible
	Low	Minor to Moderate	Minor	Negligible to Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

The following terms have been used to define the significance of the effects identified:

- **Major effect**: where the Proposed Development could be expected to have high / significant effect (either positive or negative) on users of the local transport network
- **Moderate effect**: where the Proposed Development could be expected to have a medium / noticeable effect (either positive or negative) on users of the local transport network
- **Minor effect**: where the Proposed Development could be expected to result in a low / small, barely noticeable effect (either positive or negative) on users of the local transport network, and
- **Negligible**: where no discernible effect is expected as a result of the Proposed Development on users of the local transport network

12.7.11 Following the classification of an effect as detailed in **Table 12-4** above, a clear statement is made as to whether the effect is 'significant' or 'not significant'. Typically, major and moderate effects are considered to be significant and minor and negligible effects are considered to be not significant. However, professional judgement is also applied, where appropriate.

12.8 LIMITATIONS AND ASSUMPTIONS

12.8.1 The following limitations and assumptions have been identified:

- The assessment of transport conditions will utilise traffic surveys to be carried out in 2025, as agreed with CCC, which will provide a snapshot of the traffic conditions within the local area
- The proposed methodology will utilise available information and conform to the requirements of local and national guidance and planning policy
- The assessment will be undertaken with information available at the time of writing, from various sources: documentary sources, cartographic evidence, evidence from traffic surveys and evaluation of results from detailed transport analysis

- The estimation of construction and operational trips will be informed by the design team as the EIA process progresses

13 LANDSCAPE AND VISUAL

13.1 INTRODUCTION

13.1.1 This chapter describes the proposed approach to the Landscape and Visual Impact Assessment ES chapter and details baseline conditions and likely effects resulting from the Proposed Development. This chapter also determines what the potential impacts on the landscape and visual environment are and describes the scope of the assessment.

13.1.2 The chapter should be read in conjunction with the description of the Proposed Development outlined in **Chapter 2: Description of the Site and the Proposed Development.**

13.2 CONSULTATION

13.2.1 A consultation meeting between the WSP design team, the Trust and HDC was held 06/03/2025 to agree the study area extents, viewpoint number and locations. The proposed study area is shown on **Appendix A: Figure 13-1**.

Viewpoint Number	Location	Distance / Direction
1	Hinchingbrooke Park Road, Hinchingbrooke	0m / S
2	Hinchingbrooke School Parking, Hinchingbrooke Park Road	330m / SE
3	PRoW, Views Common, Hinchingbrooke, Huntingdon	185m / N
4	St John's Street, Newtown, Huntingdon,	815m / E
5	Huntingdon Castle, Newtown, Huntingdon,	1.35km / SE
6	Portholme Meadow, Roman Town, Godmanchester, Ouse Valley Way	1.89km / SE
7	Westside Common, Roman Town, Godmanchester, Ouse Valley Way	2.6km / E
8	Sewell's Field, Brampton, Huntingdon Road	1.17km / SW
9	Offord Road, Offord Cluny, Huntingdonshire,	3.45km / S
10	Roman Way, Godmanchester, Huntingdonshire, Pathfinder LDF	4.90km / S
11	Brampton Woods, Cross Ride, Brampton,	4.01km / SW
12	Bridleway 230/26, Waterloo Farm, The Stukeleys, Great Stukeley	1.98km / N
13	Bridleway 230/26, Green End, The Stukeleys, Great Stukeley	1.51km / W
14	Derwent Close, Huntingdon	4.45km / N
15	Sawtry Way, Kings Ripton, Huntingdonshire, Pathfinder LDF	5.13km / NW

Viewpoint Number	Location	Distance / Direction
16	Causeway, Roman Town, Godmanchester	2.24km / SE

Table 13-1 - Proposed viewpoint locations

13.2.2 HDC were presented with a draft Zone of Theoretical Visibility Study (ZTV) (**Appendix A: Figure 13-2**) along with 16no. proposed viewpoint locations which would inform the assessment. The meeting was attended by Planning, Heritage and Landscape Officers from HDC. HDC requested that 6 no. additional viewpoints are added to the assessment as per **Table 13.2**. The agreed set of viewpoints are presented on **Appendix A: Figure 13-3.**

Table 13-2 – Additional proposed viewpoint locations

Viewpoint No.	Location	Distance / Direction
17	Views Common Road, Northern aspect of HH with Gatehouse	235m / SE
18	Ouse Valley Way, west of railway looking towards HH	915m / S
19	Pepys Walk, Hinchingbrooke House Grounds	365m / S
20	A1307 westbound, Harcourt Farm	4.10km / E
21	A1198 in the vicinity of Wood Green Animal Shelter	4.48km / SE
22	A1 / A14 Overpass, Brampton Road	3.31km / SW

13.3 STUDY AREA

13.3.1 The study area extents are shown on **Appendix A: Figure 13-1**. The study area extends up to 6km from the Site. This extent has been derived from a combination of desktop review of the local area and including national and local policy landscape designations; to identify potential sensitive receptors along with the ZTV study. This was further informed by the use of tools such as Google Street View, basic 3D modelling in Google Earth and subsequent site visits carried out on 13/03/2025 and 01/04/2025.

13.4 OVERVIEW OF BASELINE CONDITION

13.4.1 The existing hospital is within a landscape that has well established tree cover to its northern, eastern and western sides. There is a well-established green infrastructure network within the Site comprising numerous mature trees, tree stands, mounding and ornamental planting.

13.4.2 Beyond the Site, in the Hinchingbrooke locality, the landscape structure within and around settlement areas is well established. This includes Hinchingbrooke Country Park which contains up to 25.5ha of mixed native woodlands and Hinchingbrooke School Grounds which are surrounded by

dense woodland. This lends to the visual containment of the existing hospital from the surrounding settlement areas, public open spaces and urban core.

DESIGNATIONS

13.4.3 The Proposed Development is not identified as being located within any national or regional statutory designated areas. The closest of which is the Grade I Listed Building Hinchingbrooke School located approximately 255m to the south of the Site.

13.4.4 The Proposed Development within the 'Constabulary Land' is not identified as being within any national or regional statutory designated areas. This land is part of Huntingdon Conservation Area but is now allocated for development in Huntingdonshire's Local Plan to 203699.

13.4.5 The study area contains numerous designated landscapes of National and Local importance. There are no National Landscapes or National Parks located within the study area. The following designations, accessible landscapes, listed buildings and public rights of way are found within the study area.

Statutory Designations

Scheduled Monuments

13.4.6 There are 16 no. scheduled monuments within the study area, these are detailed further in **Chapter 5: Archaeology and Built Heritage**.

- The Nuns Bridge; Hinchingbrooke (580m south)
- Earthwork on Mill Common, (620m, east)
- Huntingdon Castle (1.3km east)
- Huntingdon Bridge, Huntingdon (1.45km, east)
- Milestone at Bell End (1.35km south)
- Unnamed OCN scheduled monument, Brampton (1.89km, west)
- Civil War battery at Clayton's Way (1.92km, east)
- Moated site 170m east of St Mary's Church, Godmanchester (2.25km, south east)
- Roman barrow adjacent to Ermine Street, Great Stukeley (2.3km, north)
- Roman barrow 450m south west of Stukeley Park Great Stukeley (2.5km, north)
- 'The Moat': a motte and bailey, Mayfield Heath Farm (3.9km, north east)
- Buckden Palace, Buckden (5.57km, south)
- Moated site in Prestley Wood, Cartwrights Farm (3.39km, north)
- Moated site, Bellamy's Grove (4.36km, north)
- Alconbury Bridge, Alconbury (5.19km, north west)
- Bowl barrow, Abbots Ripton Hall (5.47km, north)
- Moat House and fishponds, Rooks Grove (5.72km, north)

Listed Buildings

13.4.7 There are numerous listed buildings dispersed throughout the study area (these are detailed within in **Chapter 5: Archaeology and Built Heritage).** The majority of these are Grade II and tend to be clustered around the centres of historic settlements at Huntingdon, Godmanchester, Brampton,

[99] Huntingdon District Council (2019). Huntingdonshire's Local Plan to 2036. Available online at: Huntingdonshire's Local Plan to 2036 [Last accessed 17/04/2025].

Great Stukeley, former Royal Air Force (RAF) Alconbury, Alconbury, Wyton, Hemingford Abbots and Buckden.

Non-Statutory Designations

Registered Parks & Gardens

- Abbots Ripton Hall, Abbots Ripton (5.5km north)

Local Designations

Conservation Areas

- Huntingdon (Adjacent to the site)
- Godmanchester (1.7km east)
- Little Stukeley (3.5km north west)
- The Hemingsfords (3.6km east)
- Offord Cluny (4.4km south)
- Houghton and Wyton (4.4km east)
- Alconbury (4.9km north west)
- Buckden (4.9km south)
- Abbots Ripton (5.4 north)

Accessible Landscapes

13.4.8 There are numerous open green spaces and accessible landscapes throughout the study area. Incidental open spaces and pocket parks within urban areas are included as part of settlements. The former 'Constabulary Land' to the south east of the existing hospital is currently accessible with footpaths running through it.

- Views Common (adjacent the site to the north)
- Hinchingbrooke Country Park (0.1km south)
- Mill Common (0.6km east)
- Port Holme Meadows (1km south east)
- Westside Common (1.3km east)
- Brampton Country Park (1.4km south)
- Godmanchester Nature Reserve (2.6km east)
- Godmanchester Eastside Common (3.6km east)
- Brampton Wood Nature Reserve (4.1km south west)

Private Outdoor Recreation

- Brampton Park Golf Club (1km south)
- Huntingdon Racecourse (1.3km east)

Long Distance Footpaths

- Ouse Valley Way (0.8km south)
- Pathfinder Long Distance Path (2.4km south east)

National Cycle Routes

- National Cycle Network Route 12 (0.3km south east)
- Varsity Way – Route 51 Oxford to Cambridge (0.3km south east)

Public Rights of Way

13.4.9 There are 34no. Public footpaths and bridleways within 2km of the Site running between and around the settlements of Huntingdon, The Stukeleys and Brampton the majority of which lie within the ZTV. PRoW within built up areas are assessed as part of settlements.

Groups of PRoW between 2-6km of the site

13.4.10 Within the wider landscape beyond 2kthere are m2 from the Site there are groups of rights of way from which receptors that would experience similar views towards Huntingdon. These are as follows:

- Group 1: PRoW between Ermine Street and A14 / A141
- Group 2: PRoW between A14 / A141 and A1198
- Group 3: PRoW between A1198 and B1514 / A141
- Group 4: PRoW between B1514 / A141 and Ermine Street

Settlements

- Huntingdon (0.9km east)
- Wyton (4.7km east)
- Kings Ripton (5.5km north east)
- Abbots Ripton (5.5km north)
- Brampton (1.8km south west)
- Godmanchester (2.2km south east)
- Buckden (5.4km south west)
- Great Stukeley (2.3km north west)
- Little Stukeley (3.5km north west)
- Alconbury (5.2km north west)
- Houghton (5.3km east)
- Hemingford Abbots (5.4km south east)
- Offord Cluny (4.7km south)
- Offord D'Arcy (5.5km south)

Highways & Roads

- Urban roads are considered part of settlements
- A1307 (0.2km east)
- A141 (0.5km, north west)
- A1(M) (2.9km west)
- A14 (2.9km, south west)
- A1198 (3.1km south east)
- A1123 (3.4km north east)
- Views Common Road (0.1km east)
- Brampton Road (0.4km south east)
- Ermine Street (0.7km north east)
- Sapley Road (2.7km north east)
- St Peters Road (0.7km north east)
- B1090 (5.1km north east)
- Cow Lane (3.1km, south east)
- Common Lane (4.4km east)
- B1043 (5km, north west)

- B1514 (0.4km south)

Railways

- East Coast Main Line (0.5km east)

LANDSCAPE CHARACTER

National

13.4.11 Natural England has published broad-brush profiles for some 159 National Character Areas (NCAs)[100] across England. Each profile includes a description of the elements and features that shape our landscapes and an overview of each area's characteristics. The Site falls wholly within NCA 88 - Bedfordshire and Cambridgeshire Claylands [101] which extends from Buckingham in the west to the Cambridge in the east.

Local

13.4.12 The Huntingdonshire Landscape and Townscape Supplementary Planning Document[102] (LTSPD) was prepared by Huntingdonshire District Council in 2003 and provides a comprehensive assessment of the landscape character across the district. The LTSPD comprises an assessment of broad Landscape Character across the district and a more detailed Townscape Character Assessment for each of the large settlements.

Landscape

13.4.13 The Landscape Character Assessment (LCA) built upon national and Cambridgeshire level assessments. A more refined assessment of Huntingdonshire's landscape character sitting under that for the whole county has identified some variations worthy of distinction at the local level and as a result nine district level landscape character areas being identified. Those within the study area include:

- Great Ouse Valley
- Central Claylands
- South East Claylands
- Southern Wolds
- Northern Wolds

13.4.14 The LTSPD determines that the Site falls within the Great Ouse Valley LCA. The key characteristics for this LCA are described as:

- *"A mosaic of land uses, united by their topography and relationship to the river*
- *The constant feature in the landscape is the River Great Ouse*
- *Its meandering channel is approximately 10m wide, although it sometimes splits into smaller channels*
- *Several significant towns and large villages contain attractive buildings and have a strong relationship with the river*

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100 Natural England, n.d. *Natural England – National Character Area Profiles.* [Online] Available at: https://nationalcharacterareas.co.uk/ [Accessed 2 April 2025].

101 Natural England (2014). NCA Profile: 88 Bedfordshire and Cambridgeshire Claylands (NE555). Available online at: NCA Profile: 88 Bedfordshire and Cambridgeshire Claylands - NE555 [Last accessed 17/04/2025].

102 Huntingdonshire District Council (2019). Landscape and Townscape SPD 2022. Available online at: Landscape and Townscape SPD 2022 - Huntingdonshire.gov.uk [Last accessed 17/04/2025].

- *Urbanising influences occur at road crossings and where the valley passes through towns. Otherwise, the valley floor feels tranquil and isolated*
- *Wetlands, flood meadows and unimproved grassland are of high ecological value*
- *Willow and poplar trees flourish in the valley and increase its sense of identity and enclosure*
- *Existing gravel workings, and former workings which have been flooded to create significant areas of open water*
- *Traditional structures of bridges and mill/industrial buildings are characteristic man-made elements*
- *Many recreational activities, including the Ouse Valley Way, boating, fishing and camping."*

Townscape

13.4.15 Townscape character areas (TCA) vary significantly in size but each has a distinct and recognisable identity. The Townscape Character Assessment identified 21 no. TCA within Huntingdon. The Site lies within the Hinchingbrooke Civic Area TCA. This TCA is described as follows:

- *"This character area contains a mix of uses including Hinchingbrooke Hospital and associated medical accommodation and police headquarters. The area also includes a secondary school with a rich history tied to the Hinchingbrooke Estate*
- *The extensive grounds of Hinchingbrooke School link directly to Hinchingbrooke Country Park and relate to the wider landscape of the Great Ouse Valley landscape character area. The school includes a series of listed buildings, including the grade I listed Hinchingbrooke House which is visible from Brampton Road above a surrounding grade II* wall*
- *Hinchingbrooke Hospital in the northern part of the character area is set within an open landscape with hospital buildings and car parking visible from across much of the Hinchingbrooke Estate. It is set up on the inclining Hinchingbrooke Park Road with residential properties to the south and west and the business park to the north. Buildings are mostly utilitarian in style and comprise one or two storeys but with no cohesive design or colour palette. Further east lie the Cambridgeshire Constabulary and the Cambridgeshire Fire and Rescue headquarters. Again these are fairly utilitarian buildings ranging from one to three storeys, mostly in pale shades with some blue framed windows*
- *There are several tree belts in the character area: on its eastern boundary, the hospital and former police playing fields are shielded from the open landscape of Views Common. Along the southern boundary of the hospital a substantial tree belt and footpath separate it from the former playing police playing field; a further tree belt exists along Hinchingbrooke Park Road. The Views Common link road opened in September 2021 connecting Hinchingbrooke Park Road to the A1307. This character area is undergoing change and expected to undergo further change through major development complimentary to the existing land uses and landscape setting.*

13.4.16 Other TCAs within Huntingdon include:

- Ermine Business Park & Washingley Road
- Hartford Village
- Hinchingbrooke Business Park
- Hinchingbrooke Estate
- Historic Centre
- Historic Centre Periphery
- Huntingdon Retail Park and Towerfields
- Mill Common

- Modern Hartford
- Newtown
- Oxmoor
- Sapley
- St Peters Road Industrial and Retail Estate
- Stukeley Meadows
- Stukeley Meadows Business and Industrial Estate
- Stukeley Road
- The Birds Estate
- Train Station and Periphery
- Victoria Square
- West of Ambury Road

13.4.17 Other TCAs have been prepared for the following settlements within the study area:

- Godmanchester
- Brampton
- Buckden

13.5 MITIGATION

13.5.1 The purpose of mitigation is to prevent/ avoid, reduce and where possible remedy or offset negative (adverse) effects on the environment arising from the Proposed Development. Mitigation is not solely concerned with 'damage limitation' but may also consider measures that could compensate for unavoidable residual effects. Mitigation measures fall into three categories:

13.5.2 Primary mitigation measures, developed through the iterative design process, which have become integrated or embedded into the project design. Embedded mitigation in this project could include reduction or repositioning of tall buildings to avoid adverse impacts on sensitive receptors and key views such as towards Hinchingbrooke House from public spaces, rights of way and long-distance footpaths, views from Conservation Areas or views towards Huntingdon from the surrounding rural landscape.

13.5.3 Other strategies to address/mitigate potential adverse effects include the remediation of impacts, by including additional screen planting to the boundaries of the Site and compensation measures such as replacing felled trees with new trees where necessary.

13.6 DESCRIPTION OF LIKELY SIGNIFICANT EFFECTS

THE MAIN HOSPITAL SITE

13.6.1 The Proposed Development will redevelop an existing hospital site into a modern multi storey hospital facility with an anticipated maximum build height of up to nine storeys. The Proposed Development includes the demolition of the majority of the existing hospital buildings.

13.6.2 The existing hospital buildings are not visible from the surrounding rural landscape around Huntingdon and Godmanchester. The radio mast associated with the ambulance station within the hospital grounds is the most visible feature from out with the Site and will be retained.

13.6.3 The high-rise form of the Proposed Development is likely to introduce new modern buildings into the townscape setting and visual environment of Huntingdon and surrounding settlements. As demonstrated by the ZTV (**Appendix A: Figure 13-3**), the Proposed Development is likely to

introduce a new visual element into views towards Huntingdon from the surrounding rural countryside.

13.6.4 As a result, the Proposed Development has the potential to adversely affect the existing townscape character of Huntingdon, it's Conservation Area, the setting of Hinchingbrooke School and wider local landscape character area. Views from nearby accessible landscapes such as Views Common, Hinchingbrooke Country Park and Portholme Meadows. Views towards Huntingdon and its skyline from the surrounding Public Rights of Way Network in the rural countryside including Long Distance Footpaths Ouse Valley Way and Pathfinder Long Distance Path have the potential to be adversely affected by the introduction of a new high-rise building within the site.

'CONSTABULARY LAND'

13.6.5 As outlined in **Chapter 12: Transport and Access**, the 'Constabulary Land' is to be developed to create areas of parking, contractor's compound and materials storage during the construction stage. An access road will be created off Views Common Road which will cut through the open space and the tree belts surrounding the hospital site. The effect of these proposals would be the loss of open space replaced by construction works and areas of parking, removal of mature trees which may open up localised views into the Hospital from Views Common Road and nearby areas.

13.7 ELEMENTS SCOPED IN OR OUT OF FURTHER ASSESSMENT

Table 13-1 - Elements scoped in or out of further assessment

Element	Phase	Scoped In	Scoped Out	Justification
Landscape Receptors				
Great Ouse Valley	*Construction and Operation*	✔		*The Site is located within this character area. ZTV extends over much of this LCA with potential for indirect effects on character in wider area.*
Southern Wolds	*Construction and Operation*	✔		*The ZTV extends over much of this LCA with potential for indirect effects on character in wider area.*
Central Claylands	*Construction and Operation*	✔		*The ZTV extends over much of this LCA with potential for indirect effects on character in wider area.*
Huntingdon Townscape Character Areas: ▪ *Ermine Business Park & Washingley Road.* ▪ *Hinchingbrooke Business park.* ▪ *Hinchingbrooke Civic Area.* ▪ *Hinchingbrooke Estate.* ▪ *Historic Centre.*	*Construction and Operation*	✔		*The ZTV extends over much of these TCAs with potential for indirect effects on character in wider area.*

Element	Phase	Scoped In	Scoped Out	Justification
▪ *Historic Centre Periphery.* ▪ *Mill Common.* ▪ *Stukeley Meadows.* ▪ *Stukeley Meadows Business & Industrial Estate.* ▪ *Stukeley Road.*				
Godmanchester Townscape Character Areas: ▪ *Post Street / The Causeway.* ▪ *Bridge Place / Riverside Mill.* ▪ *Northern Godmanchester.* ▪ *West Street.*	*Construction and Operation*	✔		*The ZTV extends over much of these TCAs with potential for indirect effects on character.*
▪ *Brampton Townscape.* ▪ *Character Areas:* ▪ *Huntingdon Road / Thrapston Road.*	*Construction and Operation*	✔		*The ZTV extends over much of these TCAs with potential for indirect effects on character.*
South East Claylands	*Construction and Operation*		✔	*No Direct effects on Character are likely. The proposed development is distant and unlikely to have significant indirect effects on character.*
Northern Wolds	*Construction and Operation*		✔	*No Direct effects on Character are likely. The proposed development is distant and unlikely to have significant indirect effects on character.*
Buckden Towncape Character Areas	*Construction and Operation*		✔	*No Direct effects on Character are likely. The proposed development is distant and unlikely to have significant indirect effects on character.*
Huntingdon Townscape Character Areas: ▪ *Hartford Village.* ▪ *Birds Estate.* ▪ *Modern Hartford.* ▪ *Oxmoor.* ▪ *Newtown.* ▪ *West of Ambury Road.* ▪ *Victoria Square.* ▪ *Huntingdon retail park & Towersfield.* ▪ *Sapley.*	*Construction and Operation*		✔	*No Direct effects on Character are likely as .it lies outside the ZTV.*

Element	Phase	Scoped In	Scoped Out	Justification
Godmanchester Townscape Character Areas: ▪ *London Road & Crowhill.* ▪ *Tudor Road.* ▪ *Romans Edge.* ▪ *Cardinal Park.* ▪ *Historic Fringe.* ▪ *The Lanes.*	*Construction and Operation*		✔	*No Direct effects on Character are likely as .it lies outside the ZTV.*
Brampton Townscape Character Areas: ▪ *Brampton Park.* ▪ *Church Road / Buckden Road.* ▪ *Glebe Road.* ▪ *High Street / The Green.* ▪ *Northwestern expansion.* ▪ *North of High Street.* ▪ *South of High Street.* ▪ *South of West End.* ▪ *West End.*	*Construction and Operation*		✔	*No Direct effects on Character are likely as .it lies outside the ZTV.*
Visual Receptors				
All rural and local roads and PRoW within rural areas inside the ZTV	*Construction and Operation*	✔		*Views of the proposed development are likely as these receptors are within the ZTV.*
A1 Dual Carriageway	*Construction and Operation*	✔		*This major national highway lies within the ZTV with views towards Huntingdon.*
A14 Dual Carriageway	*Construction and Operation*	✔		*This major regional highway lies within the ZTV with views towards Huntingdon.*
Settlements within the ZTV	*Construction and Operation*	✔		*The ZTV identifies that these settlements within the study area have potential views of the development:* ▪ *Huntingdon.* ▪ *Godmanchester.* ▪ *Brampton.*
Accessible Landscapes within the ZTV	*Construction and Operation*	✔		*The ZTV identifies accessible landscape within the study area with potential views of the development:* ▪ *Views Common.* ▪ *Portholme Meadows.* ▪ *Westside Common.* ▪ *Godmanchester.* ▪ *Eastside Common.* ▪ *Mill Common.*

Element	Phase	Scoped In	Scoped Out	Justification
				▪ *Huntingdon Castle.* ▪ *Hinchingbrooke Country Park.* ▪ *Brampton Park Golf Club.*
All rural roads and PRoW within rural areas outside the ZTV	*Construction and Operation*		✔	*The ZTV indicates that Views are unlikely to be available of the proposed development.*
Alconbury Settlement	*Construction and Operation*		✔	*The settlement is outside the ZTV*
Alconbury Weald	*Construction and Operation*		✔	*Alconbury Weald is largely outside the ZTV. Alconbury Weald is undergoing phased redevelopment with construction activities ongoing for an extended period (+10 years). Proposed Development unlikely to result in significant effect in this context. Much of the former RAF Airfield is under private ownership.*
RAF Wyton / Wyton Settlement	*Construction and Operation*		✔	*The settlement is outside the ZTV. Much of the former RAF Airfield is under private ownership.*
Houghton Settlement	*Construction and Operation*		✔	*The settlement is outside the ZTV*
Hemingford Abbots Settlement	*Construction and Operation*		✔	*The settlement is outside the ZTV*
Abbots Ripton Settlement	*Construction and Operation*		✔	*The settlement is outside the ZTV*
Offord Cluny Settlement	*Construction and Operation*		✔	*SThe settlement is outside the ZTV*
Offord D'Arcy Settlement	*Construction and Operation*		✔	*The Settlement is outside the ZTV*
Buckden Settlement	*Construction and Operation*		✔	*The Settlement is outside the ZTV*

13.8 APPROACH TO ASSESSMENT

LANDSCAPE AND VISUAL IMPACT ASSESSMENT (LVIA)

13.8.1 The scope of the assessment is based upon the predicted changes resulting from the Proposed Development and informed by initial desktop studies of the Site and study area. To inform this work, an initial Zone of Theoretical Visibility (ZTV) study and proposed viewpoint locations have been carried out which were subsequently agreed with the HDC to inform the scope of the survey. A 'winter time' landscape survey was carried out to assess the current condition of the landscape within the various landscape character areas found within the study area as well as to assess the visual environment before trees come into leaf and to capture viewpoint photography in a "worst case scenario".

METHODOLOGY

13.8.2 The primary source of guidance for the Landscape and Visual Impact Assessment (LVIA) ES chapter is the Landscape Institute with the Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3) [103]. In summary, the assessment involves the following key stages:

- Establishment of the baseline conditions; the landscape character and visual context of the receiving environment and the sensitivity to change of these receptors.
- Contributions to the iterative process of design and mitigation based on understanding the nature, form and features of the Proposed Development in relation to the key landscape and visual sensitivities.
- An evaluation of the magnitude of change likely to result from the Proposed Development, both during construction and in operation on visual amenity and the landscape
- An evaluation of the cumulative magnitude of change likely to result from the Proposed Development in conjunction with other similar existing or future developments, both during construction and in operation on visual amenity and the landscape resource
- An assessment of the significance of landscape and visual effects considering the sensitivity of resources and the magnitude of change
- An assessment of the cumulative significance of landscape and visual effects considering the sensitivity of resources and the magnitude of change

ESTABLISHMENT OF BASELINE CONDITIONS

13.8.3 The first stage of the LVIA baseline process is to collect data through a desktop study of the Site and the study area. This desktop study identified landscape related planning designations, landscape character typology, other infrastructure in the area, and initial identification of visibility from key locations such as routes and settlements.

13.8.4 Geographical Information Systems (GIS) and Google Earth[104] are used to explore the potential visibility of the Proposed Development. The Zone(s) of Theoretical Visibility (ZTV) and Google Earth Viewshed tool inform the identification of landscape and visual receptors that are likely to be pertinent to the assessment. The study area defines the area in which significant effects are likely to occur. Visual effects can only occur where a development is visible. However, the landscape assessment will consider the effect on the whole of those parts in defined units of landscape character potentially affected, not simply on those parts of the landscape where visibility of the Proposed Development occurs. Where receptors are closer to the Site, it is expected that effects will be greater than those located at the outer edges of the study area which are likely to experience lower effects.

13.8.5 The Guidelines on Landscape and Visual Impact Assessment (GLVIA 3) clarifies how study areas should be determined on a project specific basis for landscape and visual receptors. Paragraph 5.2 of GLVIA 3 states that the study area extent for effects on landscape character should be *"… based on the extent of Landscape Character Areas likely to be significantly affected either directly or*

[103] Guidelines for Landscape and Visual Impact Assessment (GLVIA3) and Notes and Clarifications on aspects of the 3rd Edition Guidelines on Landscape and Visual Impact Assessment (GLVIA3).
[104] Google (n.d.). Google Earth. Available online at: Google Earth [Last accessed 17/04/2025].

indirectly" and in paragraph 6.2 for visual receptors the study area "should consider the area from which the proposed development will potentially be visible."

13.8.6 The proposed study area is based on a combination of professional judgement and an analysis of the height and extent of the Proposed Development, and will be further refined by the production ZTV studies as well as subsequent field visits and consultation with local authorities. ZTV studies as well as proposed viewpoint locations were provided to the LPA for their approval and were agreed on 06/03/2025.

LANDSCAPE AND VISUAL SENSITIVITY

13.8.7 Landscape effects are defined as the changes in the character and quality of the landscape as a result of a development. Aesthetic, perceptual / experiential qualities of landscapes are also considered such as scale, enclosure, diversity, sense of wildness, remoteness, openness and tranquillity that give rise to landscape character and regional and local distinctiveness.

13.8.8 The sensitivity of the landscape and visual receptors is arrived at by separately considering the value and the susceptibility of the receptor to the change proposed.

EVALUATION OF MAGNITUDE OF CHANGE AND SIGNIFICANCE OF EFFECTS

13.8.9 The magnitude of landscape and visual change depends upon a combination of factors including:

- The size, scale and nature of change in relation to the context, the geographical extent of the area influenced and its duration and reversibility
- Like with sensitivity, combining the scale, geographical extent, and duration/reversibility of the change together requires careful consideration and professional judgement. As such, the LVIA will separately consider each aspect to form the judgement of overall magnitude
- Combining the stated measures of magnitude and sensitivity indicates the relative importance of different effects. This, combined with an oversight of professional judgement, allows us to evaluate effects and to determine significance their significance
- For the purposes of proportionality and to ensure the effects that are significant are the key focus of this assessment, any landscape or visual receptors assigned a negligible level of sensitivity will not be further considered as part of the assessment on the basis that significant effects are highly unlikely

13.9 LIMITATIONS AND ASSUMPTIONS

To ensure transparency within the EIA process, this report is based on the following assumptions:

- Survey work to complete the baseline is ongoing and is expected to be completed by the end of 2025 pending agreement with HDC and Stakeholders
- Viewpoint locations selected for representative photography are at publicly accessible locations only
- Published landscape and townscape character studies by Natural England, CCC and GHDC will inform the baseline for the assessment of effects on character

14 CUMULATIVE EFFECTS

14.1 INTRODUCTION

14.1.1 The EIA Regulations require that the likely significant cumulative environmental effects of a development be considered. Consideration will be given to the potential cumulative effects of the Proposed Development in combination with other committed developments. The technical assessments for each discipline will consider the potential for cumulative effects at receptor level. Cumulative effects will be considered in terms of:

- **Effect Interactions**: The interaction and combination of environmental effects from a number of environmental topics affecting the same receptor, either within the Site or in the local area
- **In-Combination Effects**: The interaction and combination of environmental effects of the Proposed Development in combination with other committed developments affecting the same receptor

14.2 PROPOSED ASSESSMENT METHODOLOGY

14.2.1 There is no single widely accepted methodology for the assessment of cumulative environmental effects. However, several best practice guidance documents are available, including those published by the Ministry of Housing Communities and Local Government (MHCLG) and the European Commissions and these would be referred to in the Cumulative Assessment. The 'Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions' states the following:

- *'In practical terms, the extent of the assessment in terms of how far into the past and into the future will be dependent upon the availability and quality of information…'*
- *'…it is only reasonable to consider current events and those that will take place in the foreseeable future. Furthermore, the assessment can only be based on the data that is readily available'*

14.2.2 The guidance above identifies that a cumulative assessment should only consider those schemes that can reasonably be presumed to go ahead and for which sufficient information is available.

14.2.3 For the purposes of this EIA, committed developments would be defined as developments for which planning consent has been granted or a planning application is submitted and is currently under determination, within 2km from the Site. Please see para. 14.2.9 in this regard.

14.2.4 Should separate planning applications come forwards for elements of the Proposed Development (such as the access road on the 'Constabulary Land' or the proposed surface level car park on the 'Constabulary Land'), these would be considered within the ES as committed developments.

EFFECT INTERACTIONS

14.2.5 There is no established methodology for assessing and quantifying the effects of multiple individual impacts on a common receptor / resource. However, the assessment will report on effects resulting from the construction and operation of the Proposed Development. This approach will be used to allow for a consistent assessment of effects throughout the Environmental Statement. The significance of effect interactions will consider the following factors:

- Which receptors / resources are affected by more than one environmental topic

- How the Proposed Development affects the condition of the receptor / resource, using information contained within each technical assessment

14.2.6 The full approach to assessment of effects interactions will be detailed in the Environmental Statement.

IN-COMBINATION EFFECTS

14.2.7 As advised by the Planning Inspectorate Advice Note 17[105], where Proposed Developments under construction are expected to be completed before construction of the Proposed Development and the effects of those Proposed Developments are fully determined, effects arising from them should be considered as part of the baseline.

14.2.8 The Planning Inspectorate advises the following stages are followed for the In-Combination Effects Assessment:

- Establish a zone of influence for the Proposed Development and identify a list of 'other developments'
- Identify shortlist of 'other developments'
- Information gathering
- Assessment

14.2.9 The approach to identifying potential committed developments both in terms of size/scale of development and distance from the Site was discussed with HDC during a meeting on 4th February 2025 and it was provisionally agreed that the search radius would consider developments within 2km of the site.

14.2.10 An initial list of committed developments has been provided within **Table 14-1** and these are shown on **Appendix A: Figure 14-1**. This list has been based on committed developments comprising the following:

- Within 2km of the Site
- Non-residential development above 10,000sqm
- Residential developments in excess of 75 dwellings
- Planning consent has been granted or a planning application is submitted and is currently under determination or being consulted on
- Plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the Proposed Development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects
- Applications which have been refused and currently going through an appeal process
- Committed developments were considered regardless of whether or not they were EIA development

[105] Planning Inspectorate (2019). Advice Note 17 – Cumulative Effects Assessment. Available online at: https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-17/ [Last accessed 12/03/2025].

Table 14-1- List of potential cumulative developments

Reference Number	Description	Address	Approximate distance from the Proposed Scheme (m)	EIA Required	Received	Status
1201158OUT	Up to 290,000 sqm of employment floor space, including data storage and a materials recovery demonstration centre and up to 5,000 dwellings, including sheltered/extra care accommodation; a mixed use hub and mixed use neighbourhood facilities, including retail, commercial, leisure, health, place of worship and community uses; non-residential institutions including primary schools, nurseries, a secondary school and land reserved for post 16 education provision; open spaces, woodlands and sports provision; retention of listed buildings; new vehicular access points from Ermine Street and the A141, with other new non-vehicular access points; associated infrastructure; reserve site for a railway station and ancillary uses; and associated demolition and groundworks.	Alconbury Airfield Ermine Street Little Stukeley PE28 4WX	4,098m	Yes	Wed 15 Aug 2012	Currently in construction
20/00847/OUT	Outline planning application for the phased development of up to 648 dwellings with associated public open space, services and other ancillary infrastructure with all matters reserved except for the means of access	Land North West Of Ermine Business Park Ermine Street Great Stukeley	1867m		Wed 06 May 2020	In progress – There is expected to be 60 developmen ts built annually and to be completed in 2026.
20/00881/FUL	Erection of a mixed-use development comprising class A1 (retail) and class B2 (including autocentre with vehicle repair, MOT testing, servicing and associated operations) and/or B8 with ancillary trade counter, together	36 St Peters Road Huntingdon	1597m		Mon 18 May 2020	Approved

Reference Number	Description	Address	Approximate distance from the Proposed Scheme (m)	EIA Required	Received	Status
	with associated access, servicing and car parking.					
20/02613/FUL	Full: phased residential development of 178 dwellings with access, car/cycle parking, landscaping and associated works	Land East And West Of Edison Bell Way Huntingdon	944m		Mon 18 May 2020	Approved
19/00038/OUT	Outline planning application for residential development of up to 30 dwellings and a care home of up to 70 beds, with all matters reserved except for the two main vehicular accesses (phased development)	Meadow View Farm Thrapston Road Brampton Huntingdon PE28 4NN	2001m		Fri 30 Apr 2021	Approved
22/00539/FUL	Full planning permission for the erection of a single building for flexible business use to include E.g.(iii), B2 or B8 purposes, along with ancillary offices, associated access, parking, landscaping and associated works.	Land At St Johns Spittals Way Huntingdon	1570m		Thu 03 Mar 2022	Approved
18/01918/OUT	Mixed use development comprising: Up to 1,000 dwellings, Primary School including early years provision, Up to 205sqm community floorspace, Up to 1,000sqm retail floorspace (Class A1), Food and drink uses (Classes A3-A4), Open space and play areas, Landscaping, Pedestrian and cycle links, Associated drainage and engineering works and, highway connections including primary and secondary vehicle access from Ermine Street and the A141 (Outline Planning Application for phased development with all matters reserved except means of access onto the local highway network).	Land North West Of Spittals Way And Ermine Street Great Stukeley	820m	Yes	Mon 10 Sep 2018	Approved

14.3 SUMMARY

14.3.1 Cumulative effects would be identified and assessed through a desk based study using professional expertise to make a judgement as to the likely significance effects at sensitive receptors identified in the EIA. A quantitative assessment would be undertaken where possible and where information is available. Consideration would be given to the timing and spatial influence of the Proposed Development and the identified committed developments.

15 STRUCTURE OF ES AND TECHNICAL CHAPTERS

15.1 PROPOSED STRUCTURE OF ES

15.1.1 It is expected that the ES will be structured as follows:

- Volume I Text and Figures:
  - Introduction and Description of Site and Surrounding Area
  - Description of Proposed Development
  - Consideration of Reasonable Alternatives
  - EIA Methodology
  - Air Quality
  - Archaeology and Built Heritage
  - Ecology and Nature Conservation
  - Greenhouse Gases
  - Ground Conditions and Contamination
  - Materials and Waste
  - Noise and Vibration
  - Socio-Economics
  - Transport and Access
  - Landscape and Visual
  - Cumulative Assessment
  - Summary of Mitigation Measures and Residual Effects
- Volume II Technical Appendices
- Volume III Non-Technical Summary

15.2 PROPOSED STRUCTURE OF ES CHAPTERS

15.2.1 It is anticipated that all environmental topic chapters will be structured as follows:

- Introduction
- Legislative Framework, Policy and Guidance
- Consultation, Scope, Methodology and Significance Criteria
- Baseline Conditions
- Sensitive Receptors
- Assessment of Potential Effects, In-Combination Climate Impact Assessment, Mitigation and Residual Effects
- Limitations
- Summary

Appendix A

FIGURES

CONFIDENTIAL

Date Saved: 03/07/2025

Red Line Boundary

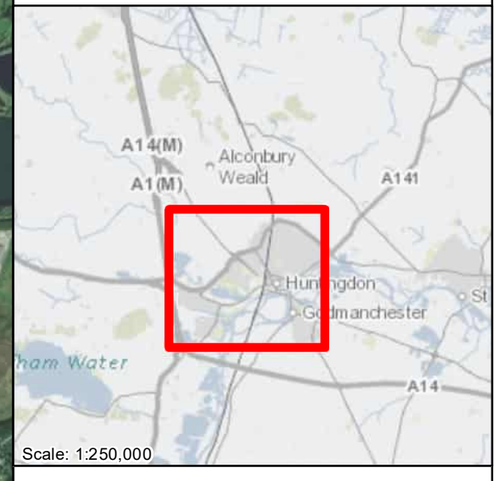
Constabulary Land

N

0 250 500 1,000
Metres

Key

- Red Line Boundary
- Constabulary Land



wsp

Project:

Hinchingbrooke Hospital NHP

Title:

Figure 1-1
Site Location Plan

Date: 03 July 2025 Scale: 20,000 @ A3

Drawn: PB Checked: AH Approved: SJ

Drawing Number: UK0028795.1537-001

Document Path: \\uk.wspgroup.com\UKCentral\GISData\WSP_UK\WSP_E\gint#Projects\AgressoNoida\Paras Beniwal\Hinchingbrooke Hospital\MXD\Figure 1-1 - Site Location Plan.mxd

Date Saved: 23/05/2025

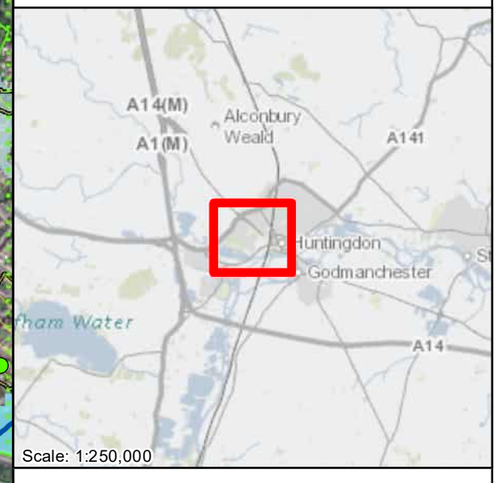
Document Path: \\uk.wspgroup.com\UKCentral\GISData\WSP_UK\WSP_E\gint\#Projects\Agresso\Noida\Paras Beniwal\Hinchingbrooke Hospital\MXD\Figure 1-2 - Environmental Features Map.mxd

N

Key

- Red Line Boundary
- Constabulary Land
- 1km Buffer
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Conservation Areas
- Scheduled Monument
- Site of Special Scientific Interest
- Special Area of Conservation
- Country Park
- Air Quality Management Area
- Noise Important Areas (NIA)
- Statutory Main Rivers
- Flood Zone 2
- Flood Zone 3

0 125 250 500
Metres



Scale: 1:250,000

wsp

Project:

Hinchingbrooke Hospital NHP

Title:

Figure 2-1
Environmental Features Map

Date: 23 May 2025 Scale: 10,000 @ A3

Drawn: PB Checked: AH Approved: SJ

Drawing Number: UK0028795.1537-002

Masterplan

1. Existing Campus

Existing RAAC - to be replaced by new hospital



Patient & Visitor

Emergency

FM

Figure 2-2 - Phasing Plan

Masterplan - Update

2. Enabling Works(1/2)

Demolition of staff accommodation, service wing and old nursery

Demolition



Patient & Visitor

Emergency

FM

Figure 2-2 - Phasing Plan

Masterplan - Update

3. Enabling Works(2/2)

New/ Temporary auxiliary structures constructed to facilitate decanting activities and provide infrastructure support to the main building



Figure 2-2 - Phasing Plan

Masterplan - Update

4. Constabulary Land

New carpark and contractor compound upon acquisition of the constabulary land



Figure 2-2 - Phasing Plan

Masterplan - Update

5. New Hospital

Transition to the newly completed hospital



Figure 2-2 - Phasing Plan

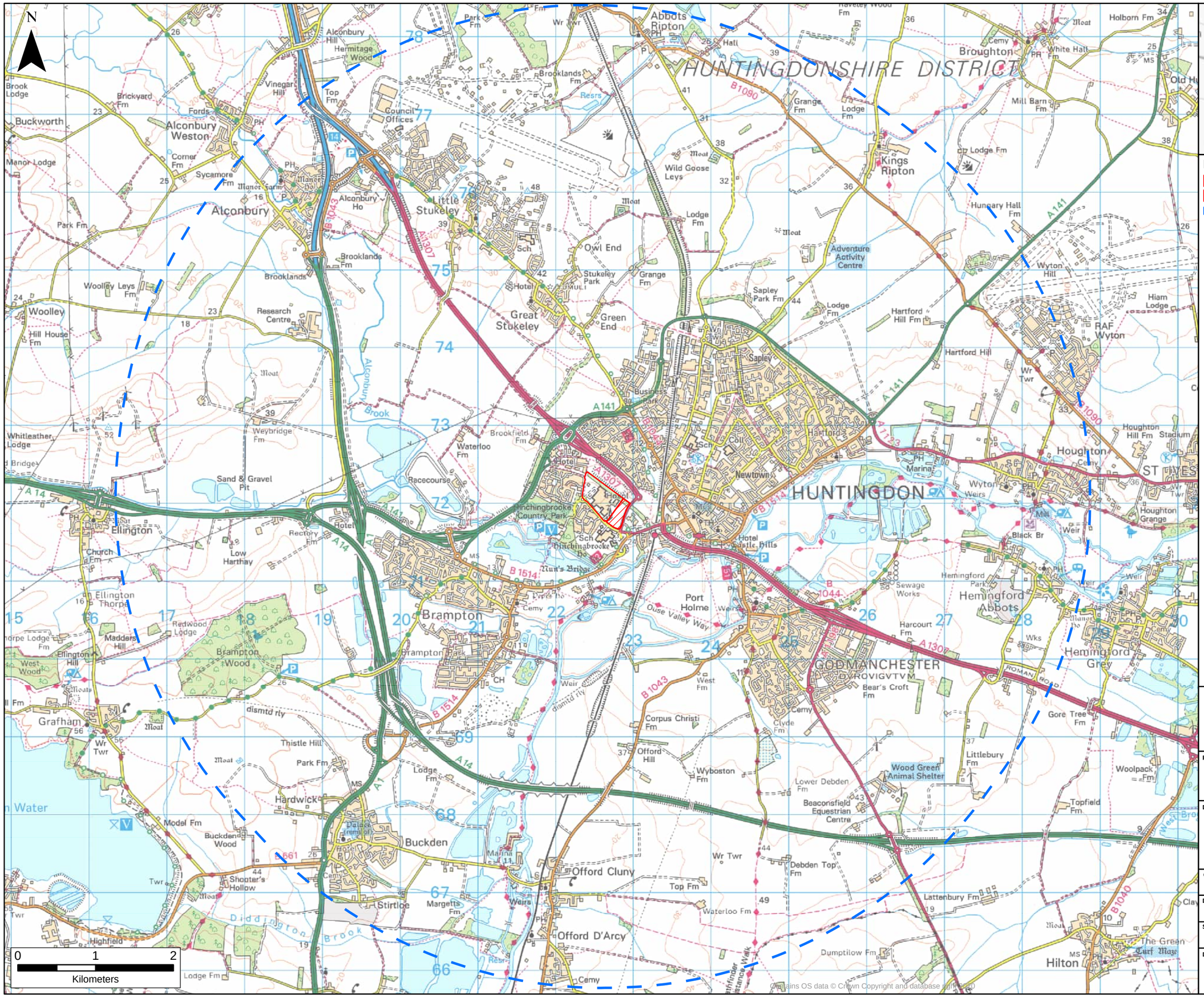
Masterplan - Update

6. New Campus

Existing hospital demolished opening green space for future developments and public amenities



Figure 2-2 - Phasing Plan



Legend

- Red Line Boundary
- Constabulary Land
- 6km study area

CONTAINS OS DATA © CROWN COPYRIGHT [AND DATABASE RIGHT] [2025] AC0000808122

PROJECT TITLE:

HINCHINGBROOKE HOSPITAL NHP - ENABLING WORKS

DRAWING TITLE:

FIGURE 13.1-
SITE LOCATION

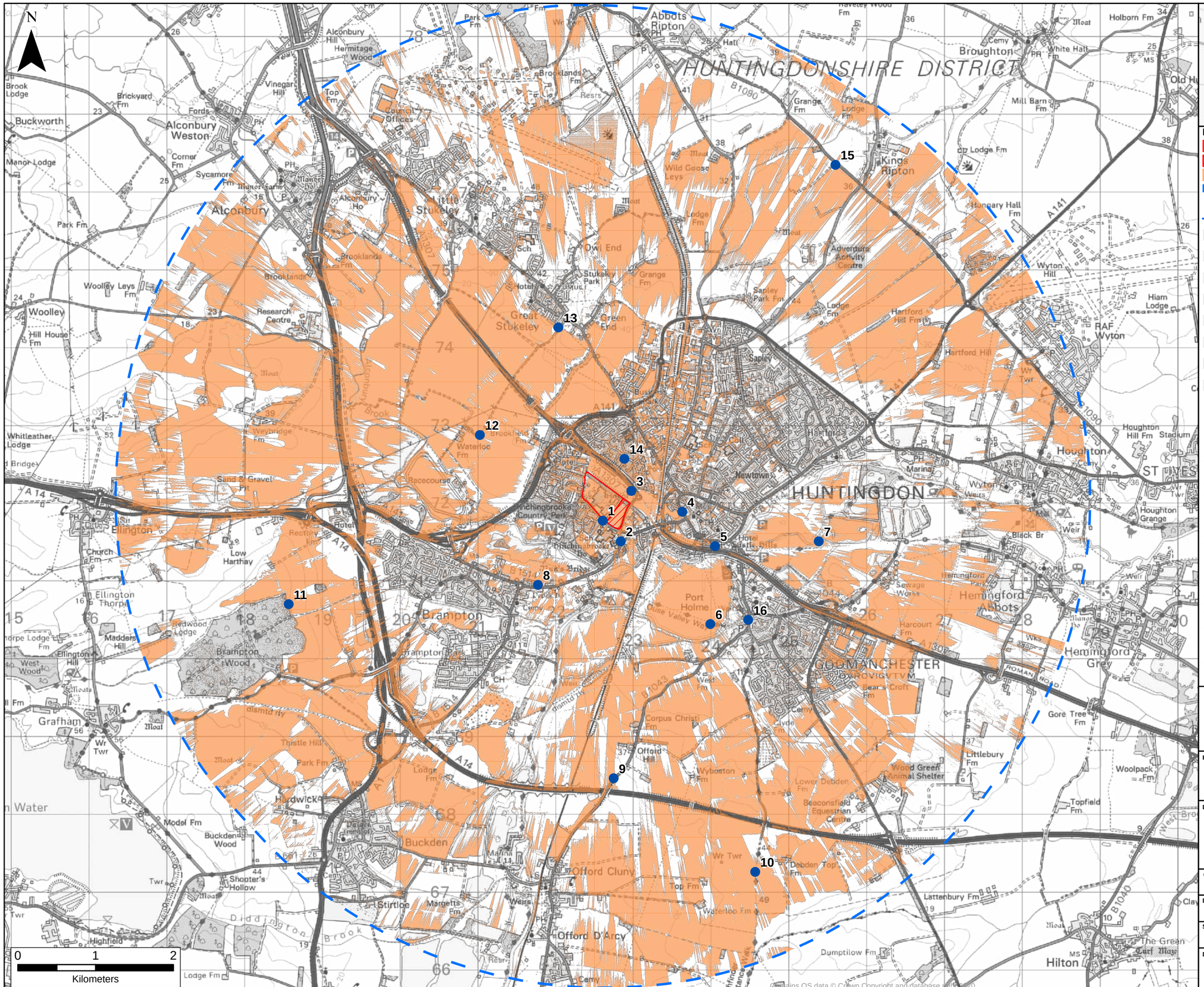
CONFIDENTIALITY: PUBLIC

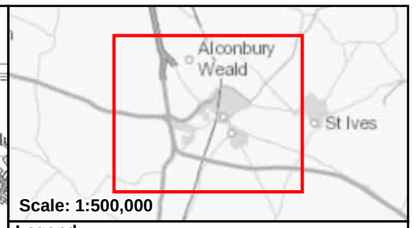
DRAWN:	CHECKED:	APPROVED:	AUTHORISED:
SB	SL		

SCALE @ A3 SIZE:	DATE:	REVISION:
1:45,000	09/06/2025	P00

DRAWING NUMBER:

UK0028795.1537-131





Scale: 1:500,000

Legend

- Red Line Boundary
- Constabulary Land
- Development Visibility
- 6km study area
- Viewpoints

Location
1-Hinchingbrooke Park Road, Hinchingbrooke
2-Hinchingbrooke School Parking, Hinchingbrooke Park Road
3-PRoW, Views Common, Hinchingbrooke, Huntingdon
4-St John's Street, Newtown, Huntingdon,
5-Huntingdon Castle, Newtown, Huntingdon,
6-Portholme Meadow, Roman Town, Godmanchester, Ouse Valley Way
7-Westside Common, Roman Town, Godmanchester, Ouse Valley Way
8-Sewell's Field, Brampton, Huntingdon Road
9-Offord Road, Offord Cluny, Huntingdonshire,
10-Roman Way, Godmanchester, Huntingdonshire, Pathfinder LDF
11-Brampton Woods, Cross Ride, Brampton,
12-Bridleway 230/26, Waterloo Farm, The Stukeleys, Great Stukeley
13-Bridleway 230/26, Green End, The Stukeleys, Great Stukeley
14-Derwent Close, Huntingdon
15-Sawtry Way, Kings Ripton, Huntingdonshire, Pathfinder LDF
16-Causeway, Roman Town, Godmanchester

ZTV Notes:
The purpose of the Zone of Theoretical Visibility (ZTV) mapping is to inform the field survey work for visual assessment. The ZTV identifies land that, theoretically, is visually connected with the proposal on the basis of a terrain model and the parameters set out below. The extent and nature of specific views towards the Proposed Scheme is verified through field survey work.

- The ZTV is produced using specialist software package ArcGIS Spatial Analysis tool.
- The ZTV is produced by calculating surface locations visible to target points.
- The observer eye height above the ground level is set at 1.6m.
- For this ZTV analysis 7 points representing the location of the Hospital development between 29.6m and 76.8m height were selected and analysed.
- The ZTV accounts for ground topography on the basis of a model made from 1m LiDAR Digital Surface Model (DSM) height data in the form of a 3D Raster. This height data was supplied by Defra.
- The ZTV accounts for features on the terrain such as buildings, woodlands, trees or infrastructure and will return visibility of roof tops and tree tops in some areas.
- The ZTV accounts for the earth curvature.
- The ZTV portrays the visibility of the Proposed Scheme on the basis of if any target point is visible on the Digital Surface Model.

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PROJECT TITLE:

HINCHINGBROOKE HOSPITAL NHP - ENABLING WORKS

DRAWING TITLE:

FIGURE 13.2:
ZONE OF THEORETICAL VISIBILITY WITHIN 6KM WITH PROPOSED VIEWPOINT LOCATIONS

CONFIDENTIALITY: PUBLIC

DRAWN:	CHECKED:	APPROVED:	AUTHORISED:
SB	SL		

SCALE @ A3 SIZE:	DATE:	REVISION:
1:45,000	09/06/2025	P00

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